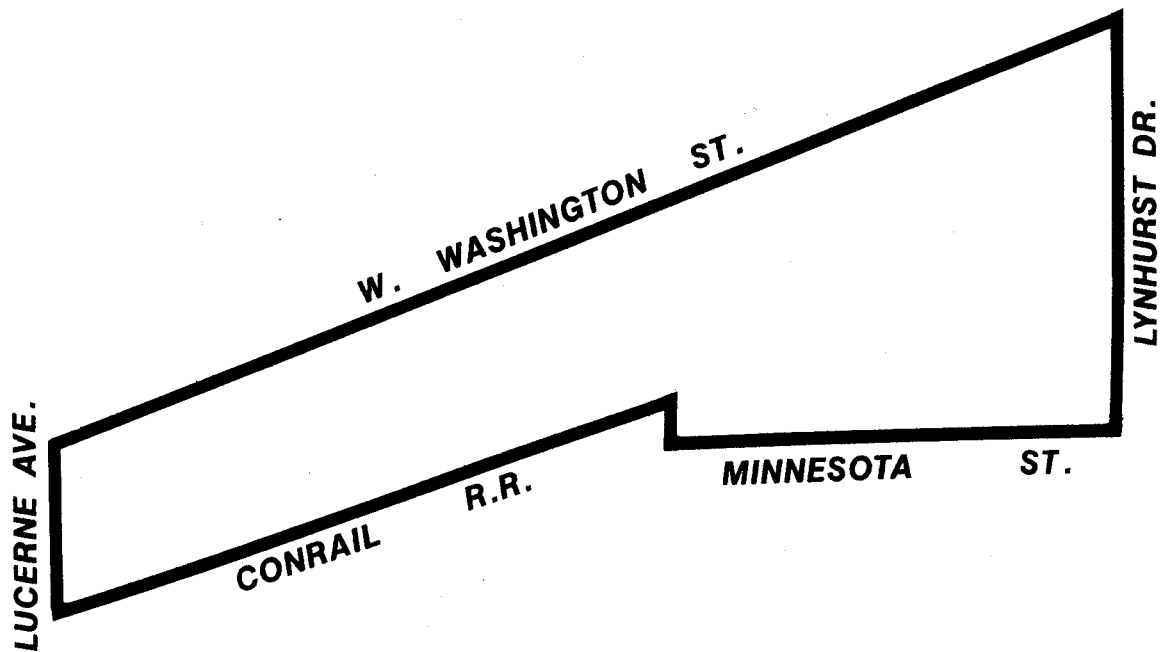


# MINNESOTA STREET / WASHINGTON STREET CORRIDOR PLAN

## APPENDICES



MAY 1990

DEPARTMENT OF METROPOLITAN DEVELOPMENT  
DIVISION OF PLANNING  
INDIANAPOLIS-MARION COUNTY, INDIANA

MINNESOTA STREET/WASHINGTON STREET

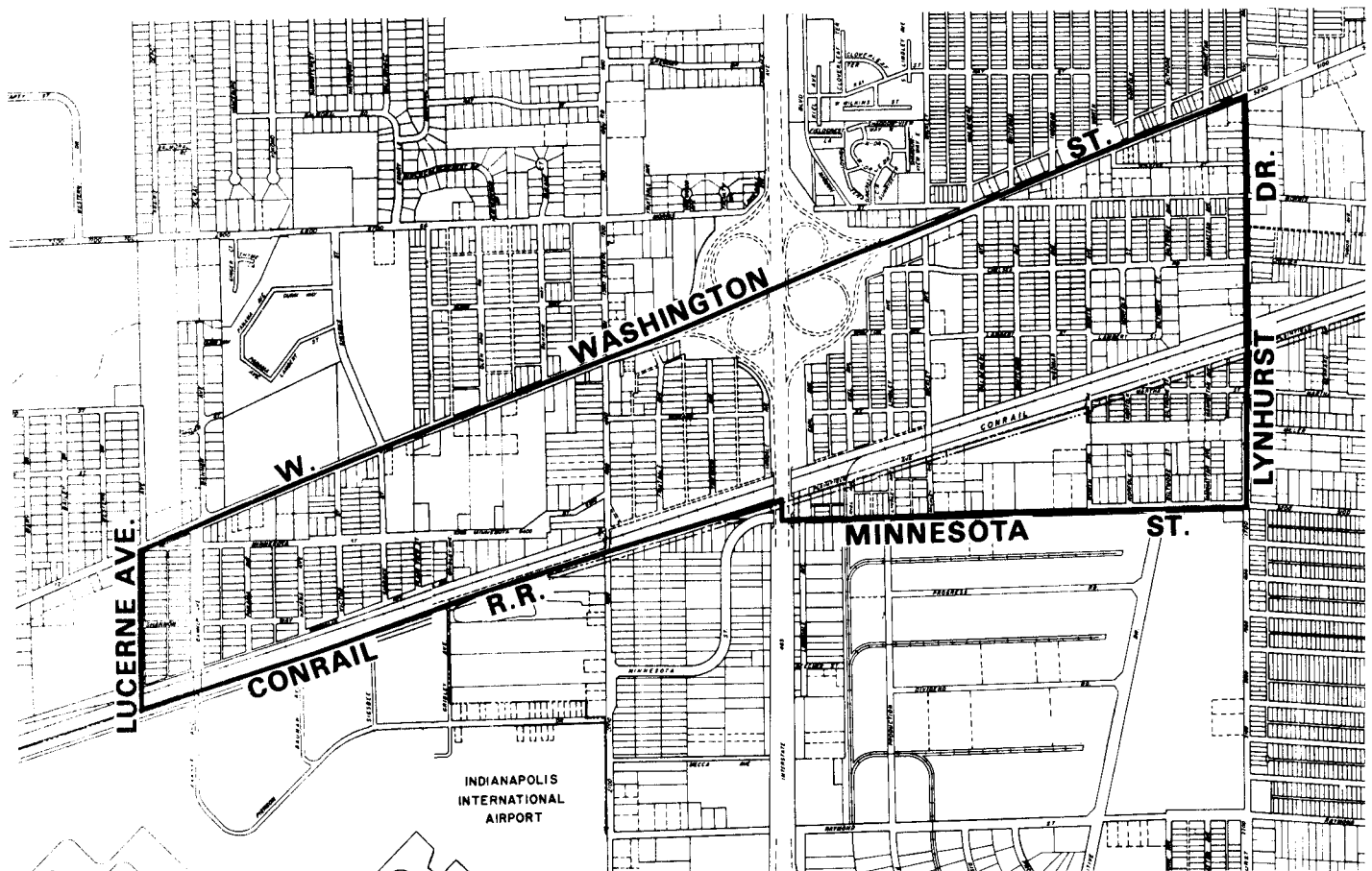
CORRIDOR PLAN

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# MINNESOTA STREET / WASHINGTON STREET CORRIDOR STUDY

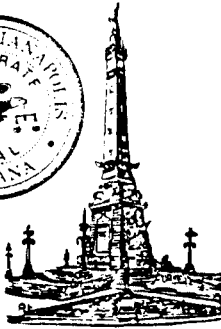


## DATA INVENTORY

1989



Department of Metropolitan Development  
Division of Planning  
Indianapolis-Marion County, Indiana



# CITY OF INDIANAPOLIS

WILLIAM H. HUDNUT, III  
MAYOR

STUART RELLER  
ADMINISTRATOR

DEPARTMENT OF METROPOLITAN DEVELOPMENT  
DIVISION OF PLANNING  
2021 CITY-COUNTY BUILDING  
INDIANAPOLIS, INDIANA 46204  
(317) 236-5151

July 17, 1989

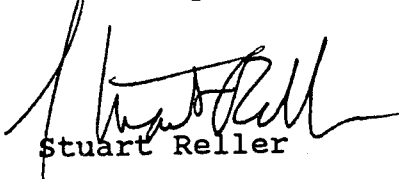
Dear Minnesota Street/Washington Street Corridor Citizens:

This Minnesota Street/Washington Street Corridor Data Inventory represents information relative to the redevelopment and growth of the corridor. The document provides background materials that will be useful in the preparation of the Minnesota Street/Washington Street Corridor Study.

The planning process will provide a public forum for a discussion of the opportunities and the issues in this study area.

Opportunity for Minnesota Street/Washington Street Corridor citizens to participate is an integral part of the planning process. The following materials provide a common base of knowledge to begin these important discussions. Additional information regarding the participation in the Minnesota Street/Washington Street Corridor Study can be obtained from the City of Indianapolis, Department of Metropolitan Development, Division of Planning. Please contact William Boyd, Minnesota Street/Washington Street Corridor Study Coordinator at 236-5151.

Sincerely,



Stuart Reller

SR:WB/ld

# **MINNESOTA STREET / WASHINGTON STREET DATA INVENTORY**

**A Collection of Information  
to Begin the  
Minnesota Street / Washington Street Corridor Study**

**Department of Metropolitan Development  
Division of Planning**

**July, 1989**

# Minnesota Street/Washington Street Corridor Study

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# Minnesota Street/Washington Street Corridor Study

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# Minnesota Street/Washington Street Corridor Study

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# Minnesota Street/Washington Street Corridor Study

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## INTRODUCTION

In November of 1987, a Noise Compatibility Study for the Indianapolis International Airport was completed pursuant to Part 150 of the Federal Aviation Regulations. Part 150 sets minimum noise compatibility standards and establishes a general approach to conducting planning studies. The current Minnesota Street/Washington Street Corridor Study is being undertaken in accordance with the recommendations contained in the Part 150 Study.

The Minnesota Street/Washington Street Corridor is bounded by Washington Street on the north, Lynhurst Drive on the east, the Conrail Railroad and Minnesota Street on the south and Lucerne Avenue on the west. This corridor consists of approximately 425 acres and is characterized by several kinds of land use. Due to the nature of this study and the intrusion of I-465 through the middle of the study area, the Minnesota Street/Washington Street Corridor has been divided into two subareas. (Refer to map 1.) Subarea One is bounded by Lucerne Avenue, I-465, Washington Street and the Conrail Railroad. Subarea Two is bounded by I-465, Lynhurst Drive, Washington Street and Minnesota Street. Each subarea is characterized by its own assets and liabilities. Some of the data collected are delineated in this manner. Other data are presented for the entire study area due to availability.

When the study is complete it will target recommendations to these subareas. Some issues may also affect one subarea to a greater degree than the other.

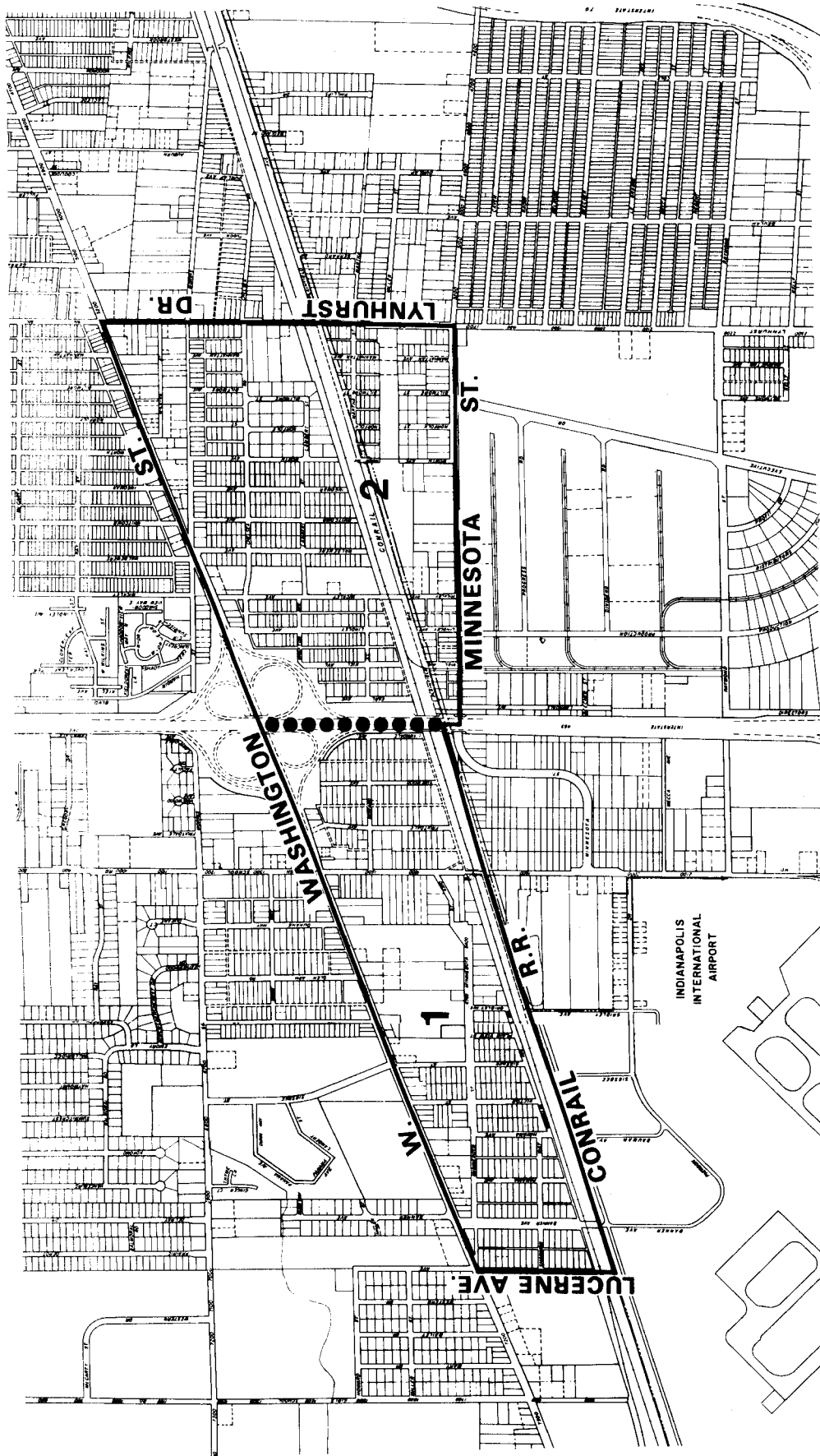
The study will address the following issues identified in the Part 150 Noise Compatibility Study:

- the Minnesota Street residential neighborhood immediately north of the airport is undergoing some transition to commercial uses;
- the Minnesota Street residential neighborhood will eventually receive greater noise impacts when the replacement runway (4L-22R) is constructed;
- the Mickleyville area generally bounded on the west by I-465, north by U.S. 40, east by Lynhurst Drive and south by the Conrail tracks, is currently subjected to significant noise impacts. However, when the replacement runway (4L-22R) is constructed, these impacts will be reduced.

#### PURPOSE

The purpose of planning in the Minnesota Street/Washington Street Corridor is to determine the best way to address the neighborhood needs and opportunities. Issues that need to be addressed include the transition from residential to commercial land uses and the impact of aircraft noise on the study area. Through a partnership between the City, the Airport Authority and the residents of the study area, a plan can be developed to address the various issues.

Once the study is accepted by the corridor residents and officially recognized by the City through its adoption by the Metropolitan Development Commission, it becomes a guide for implementing public improvement programs, making zoning decisions, inviting private investment and creating an orderly land use pattern for the area.



# MINNESOTA STREET / WASHINGTON STREET CORRIDOR STUDY

## MAP 1 / SUBAREAS



The preparation of this map was financed in part by a Community Development Block Grant

June, 1989  
 Department of Metropolitan Development  
 Division of Planning  
 Indianapolis-Marion County, Indiana

## THE PROCESS

The staff of the Division of Planning, Department of Metropolitan Development and the Indianapolis Airport Authority, together with other city agencies, interested groups and individuals will work together to prepare the Minnesota Street/Washington Street Corridor Study. The process includes the following principal steps:

- 1) Preparation of a data inventory
- 2) Identification of corridor issues
- 3) Establishment of goals
- 4) Preparation of planning recommendations
- 5) Adoption of the plan by the Metropolitan Development Commission
- 6) Plan implementation

## Minnesota Street/Washington Street Corridor Study

### Historical Development Summary

Historical development data are very important in the planning process. The transformation of neighborhoods can often be traced by looking at changes in its land use composition, e.g., development from residential to commercial and industrial uses, etc. Sometimes an area has such historical significance that a change in land use should be limited. On the other hand, historical transition factors might indicate specific additional changes are desirable.

The four historical elements which shaped this area (and continue to do so) are the National Road, the railroad, the Village of Ben Davis and establishment of the Indianapolis Municipal Airport which in 1931 became Weir Cook Airport. Of the four, Ben Davis has not fared well in retaining its character and identity; however, this study area only covers the southern half of the village of Ben Davis. The railroad serves as the southern boundary of the study; as the National Road serves as the northern boundary.

The architecture along the National Road (Washington Street) consists of post-World War II commercial buildings interspersed with some 1920's Bungalows. The only architectural remnant of the nineteenth century in the study area is the two-story, brick, Italianate Style, former farm house at 6153 Washington Street at the southeast corner of Fruitdale Avenue. Although it has been remodeled (and not originally a high-style example), the house retains its character with the cross-gable roof and multi-paneled, segmented-arched windows.

The study area is divided into platted additions as well as very small parcels of unplatted lots. The latter is a survivor of nineteenth century, urban (or suburban) growth patterns when the area was merely a small collection of houses surrounded and

separated by farmland. (The oldest plats are the two which flank Interstate 465 and they were established between 1910 and 1911). Other plats for the area were recorded in rapid succession during the second and third decades of the Twentieth Century. One plat was filed in 1939 for the area between Worth and Norfolk Streets, North of Minnesota Street. Platting continued in the 1950s. Most of the housing stock could be classified as modest Bungalows from the 1910-1930 period of growth. They are mixed in with the simple, cottages of the post World War II era.

The village of Ben Davis began as a cluster of buildings in the 1870s between the National Road and the Vandalia Railroad. By 1879, the collection of buildings had a name, "Ben Davis", and an identity as a stop on the railway with a station house. The station functioned until 1906 when it closed, losing passenger traffic to the Indianapolis-Terre Haute traction, inter-urban line along Rockville Road.

## Minnesota Street/Washington Street Corridor

### Demographic Profile

To determine the importance of recent developments and existing conditions in the Minnesota Street/Washington Street Corridor it is necessary to look at its demographic characteristics to better understand its current character. This section of the data inventory analyzes and summarizes its demographic nature and recent changes in the area that occurred from 1960 to 1980.

The Minnesota Street/Washington Street Corridor lies in an area of south-central Wayne Township, of which the dominant land use feature is Indianapolis International Airport. The corridor is bounded on the north by U.S. 40 (Washington Street) which, in itself, is a rather intensely developed commercial strip and Minnesota Street on the south, which rather unsuccessfully combines industrial, commercial and residential land uses. The area lying between is devoted to mid-density residential uses. Transecting the corridor at mid-point is the western leg of the Indianapolis Belt - I-465.

The area lies entirely within the northern halves of Census Tracts 3421 and 3422. Whereas Tract 3421 has experienced significant growth north of the corridor in the past eight years, Tract 3422 has essentially remained unchanged. Because the development, demographic and income characteristics of this tract more closely conform to those of the corridor as a whole, it will occasionally be used as a surrogate for information not available at the corridor level for this study's purposes.

The Minnesota Street/Washington Street Corridor which forms the northern boundary of Indianapolis International Airport had a population of 2,160 in 1980 - the base year for this demographic profile. While the south-central portion of Wayne Township



(Census Tracts 3421 and 3422) experienced a 36% population growth between 1960 and 1980, the corridor's population remained relatively static, having already been developed prior to 1960. A totally White, middle income community, the 1980's have likewise seen little change in either its residential density or ethnic composition.

Approximately 30% of the corridor's residents are under the age of 19, which is higher than either the township or the county. On the other end of the spectrum, 9% are 65 years of age or older, which is less than the county and about the same as the township. The corridor's population is older than all three geographic areas. With a median age of 29.8 years, it exceeds the median age of south-central Wayne Township by 2.1 years, the township itself by 1.4 years, and Marion County by over one-half year (0.6.) This median age differential, then, does not appear to be so much the result of an imbalance in the proportion of under-18 or 65-and-over populations as it is the consequence of the generally older average age of its "middle" age population categories.

With the exception of the area north of the corridor's western segment, the residential development of this portion of Wayne Township was virtually "in place" at the time of the 1960 census with a majority of the housing having been built before and just after the Second World War. It was, in fact, one of the early western suburbs of Indianapolis, having developed along the old National Road (U.S. 40) which provided the City's principal link with its airport (then known as Weir Cook Airport.) Growth since the mid-1960's in the area's housing stock has principally been in multi-family units except for that area north of Washington Street and west of I-465 which was developed in higher-priced, single-family units. The corridor itself, however, has seen a relatively stable housing inventory for over forty-five years.

Residents of the corridor are typically owner-occupants. Of its 753 occupied housing units, 592 (78%) were owner-occupied in 1980 while only 22% were rented. The owner-vested character of the neighborhood is in marked contrast to the surrounding area (65%) as well as the township and county with 58% and 59% owner-occupied housing respectively. Vacant units constitute 6% of the total stock, comparing favorably with an 8% county-wide average. While the corridor's median housing value of \$29,700 was lower than that of the township by 5% (\$31,300) and county by 21% (\$35,900), it was consistent with market values for south-central Wayne Township with the exception of the new construction to the northwest.

The number of households residing in the corridor has increased slightly over the past two decades. The increase, however, has been commensurate with its modest growth in population - unlike the county which realized an 11% increase in households between 1970 and 1980 while experiencing a 4% decrease in population. Over three-quarters of all corridor households were family households, as compared to only 69% in Wayne Township and 70% in Marion County. Median family income in 1980 was 8% lower than the county median of \$20,819.

In summary, the Minnesota-Washington Corridor subarea is a family oriented, slightly older community both in terms of its population and housing stock. Its residents are of moderate means and, for the most part, live in single-family housing with an average age of about fifty years. Value of this housing is at the lower end of the "moderately priced" realty index being influenced by its location in the flight path of the airport's principal runway. Other factors contributing to the value of the housing stock include the close proximity to industrial and commercial development.

Note: These demographic data are indicated in Tables One through Five and Charts 1A, 1B, 2A, 2B, 3A and 3B.

Table 1

**Minnesota Street-Washington Street Corridor  
Demographic Comparisons (1980 Census)**

	Minnesota-Washington Corridor	Census Tracts		Wayne Twp.	Marion County
		3421	3422		
Population	2,160	3,176	6,169	122,809	765,233
Black	0	25 (1%)	40 (1%)	11,455 (9%)	155,310 (20%)
Age/0-5	172 (8%)	271 (9%)	516 (8%)	9,059 (7%)	57,075 (7%)
5-18	470 (22%)	763 (24%)	504 (8%)	24,174 (20%)	159,328 (21%)
19-64	1,320 (61%)	2,143 (67%)	4,655 (75%)	78,200 (64%)	468,532 (61%)
65 & over	198 (9%)	244 (8%)	494 (8%)	11,376 (9%)	79,298 (10%)
Med. Age (WT)	29.8	28.4	27.0	28.4	29.2
Housing					
Total Units	804	1,150	2,298	49,949	309,393
Own. Occup.	592 (74%)	724 (63%)	1,440 (63%)	27,380 (55%)	168,539 (54%)
Rent. Occup.	161 (20%)	384 (33%)	754 (33%)	19,728 (39%)	116,553 (70%)
Vacant	51 (6%)	42 (4%)	104 (5%)	2,841 (6%)	24,301 (8%)
Households	753	1,108	2,194	47,108	285,092
Families	575 (76%)	917 (83%)	1,708	32,429 (69%)	198,563 (70%)
Per. in Families	1,887 (3.3)	2,955 (32%)	5,594 (3.3%)	102,910 (3.2%)	647,569 (3.3%)
Med. Housing Value	\$29,699	41,000 (138%)	29,900 (101%)	31,300 (105%)	35,900 (121%)
Med. Rent	177	176	172	207	185

Table 2

Minnesota Street-Washington Street Corridor  
Tract-Level Data  
Demographic Profile

<u>Population</u>	<u>1960</u>	<u>1970</u>	<u>1980</u>	<u>70-80</u>
3421	1,985	2,296	3,179	+38%
3422	4,858	7,019	6,169	-12%
Wayne Twsp.	99,722	126,340	122,809	- 3%
Marion Co.	697,567	793,769	765,233	- 4%
<u>Black</u>				
3421	-	2	25	
3422	2	6	40	
Wayne Twsp.	4,208	7,467	11,455	+53%
Marion Co.	99,912	134,486	155,310	+15%
<u>Age 0-5</u>				
3421	271 (13%)	182 (7%)	271 (8%)	+49% (-26%)
3422	577 (11%)	876 (12%)	516 (8%)	-41% (-26%)
Wayne Twsp.	13,156 (13%)	11,676 (9%)	9,059 (7%)	-22%
Marion Co.	84,931 (12%)	70,867 (8%)	57,075 (7%)	-19%
<u>65+</u>				
3421	147	165	244	+48% (+39%)
3422	332	364	494	+36% (+39%)
Wayne Twsp.	6,604	9,061	11,376	+26%
Marion Co.	59,195	68,138	79,298	+15%

Table 3  
Minnesota Street-Washington Street Corridor  
Tract-Level Data  
Demographic Profile

<u>Housing</u>	<u>1960</u>	<u>1970</u>	<u>1980</u>	<u>70-80</u>
<u>Owner Occ.</u>				
3421	470	566	724	+28%
3422	1,142	1,463	1,440	- 2%
Wayne Twsp.	22,582	26,314	27,380	+ 4%
Marion Co.	136,064	154,941	168,539	+ 9%
<u>Rent. Occ.</u>				
3421	116	122	384	+215%
3422	303	718	754	+ 5%
Wayne Twsp.	5,621	13,193	19,728	+50%
Marion Co.	75,734	96,581	116,553	+21%
<u>Households</u>				
3421	586	688	1,108	+61%
3422	1,455	2,181	2,191	-
Wayne Twsp.	28,203	39,690	47,108	+24%
Marion Co.	211,798	257,522	285,092	+11%
<u>Med. Fam.</u>				
<u>Income</u>				
3421	6,009	11,629	21,832	+88%
3422	6,226	9,904	19,196	+94%
Wayne Twsp.			20,298	
Marion Co.			20,819	

Table 4

Minnesota Street-Washington Street Corridor  
Tract-Level Data  
Demographic Profile

<u>Education</u>	<u>1960</u>	<u>1970</u>	<u>1980</u>	<u>70-80</u>
Some college				
3421	114	185	385	+120%
3422	219	323	466	+ 44%
Wayne Twsp.	7,225	10,664	17,887	+ 68%
Marion Co.	71,122	92,348	136,146	+ 47%
<u>Housing Production 80-87</u>				
<u>Single Family</u>	Gains	Losses	Net	%+/-
3421	162	12	150	+ 16%
3422	29	28	1	-
Wayne Twsp.	1,288	365	923	+ 3%
Marion Co.	13,303	2,986	10,317	+ 6%
<u>Multi-Family</u>				
3421	57	-	57	+ 18%
3422	130	-	130	+ 20%
Wayne Twsp.	2,510	9	2,501	+ 15%
Marion Co.	22,467	1,208	21,259	+ 18%

Table 5  
Minnesota Street/Washington Street Corridor  
Subarea Demographics  
1980

	<u>Subarea I</u>		<u>Subarea II</u>	
	<u>Number</u>	<u>% of Total</u>	<u>Number</u>	<u>% of Total</u>
<u>Population</u>	692	32%	1,468	68%
<u>AGE</u>				
0-5	47	7%	125	8%
6-18	155	22%	315	21%
19-64	408	59%	912	62%
65 and over	82	12%	116	8%
<u>Housing</u>				
Total Units	262	33%	537	67%
Owner	195	74%	397	74%
Renter	49	19%	112	21%
Vacant	18	7%	28	5%
<u>Households</u>				
Total households	244	32%	509	68%
Families	188	77%	387	76%
Pers. in Families	600	87%	1,287	88%

Chart 1A

## Minnesota-Washington Corridor Population Statistics Age

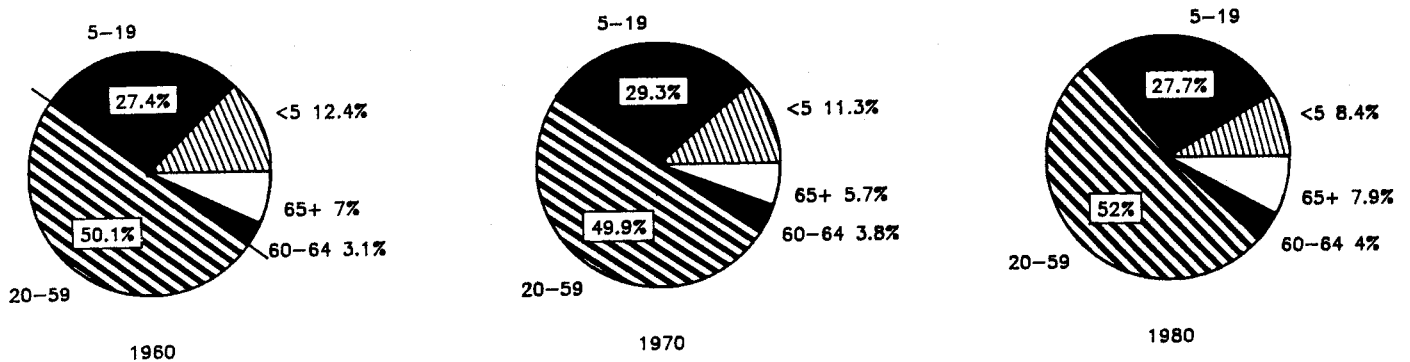
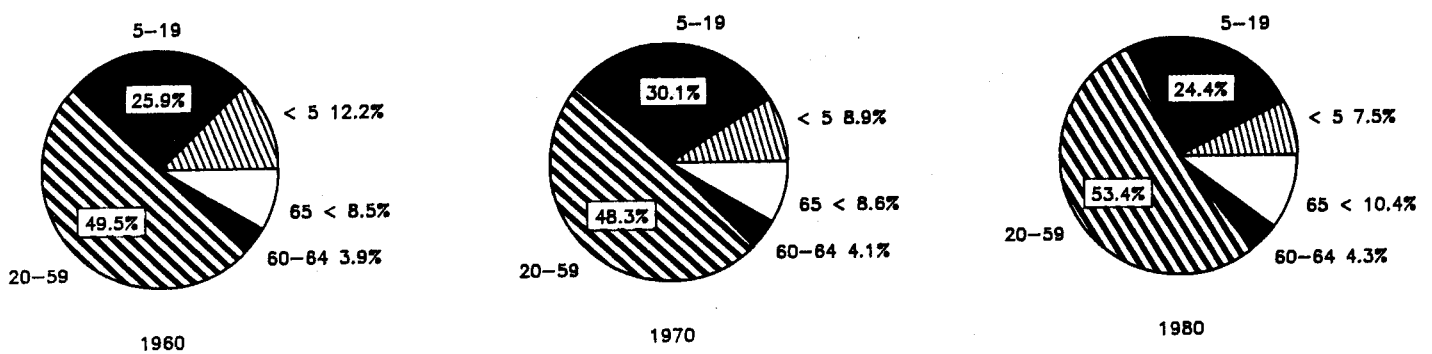


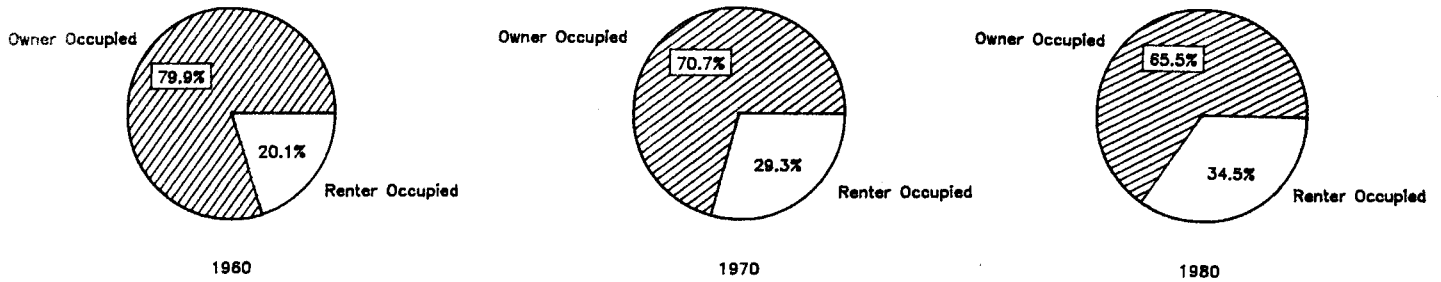
Chart 1B

## Marion County Demographic Analysis Age Distribution





# Chart 2A Minnesota–Washington Corridor Demographic Analysis Housing Distribution



# Chart 2B Marion County Demographic Analysis Housing Distribution

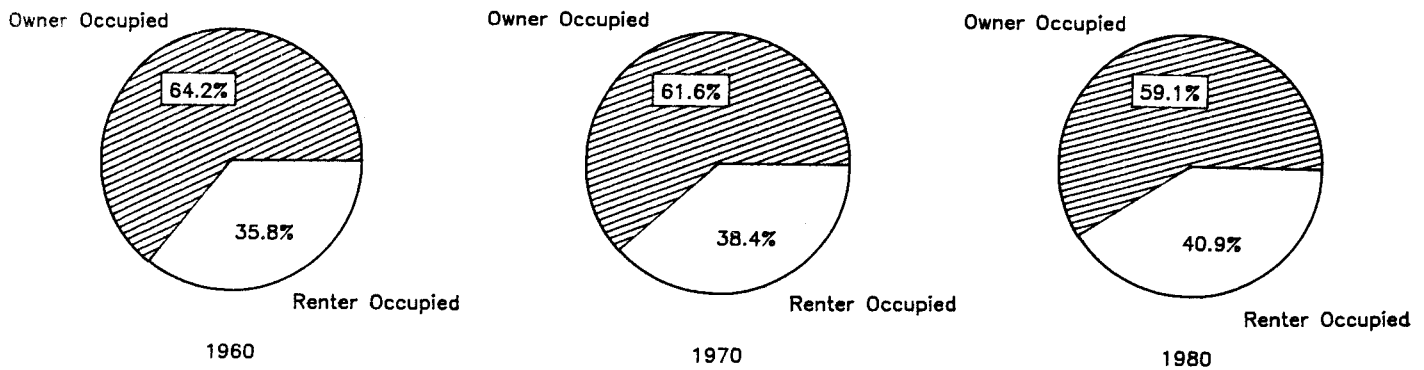


Chart 3A

## Minnesota-Washington Corridor Demographic Analysis Racial Distribution

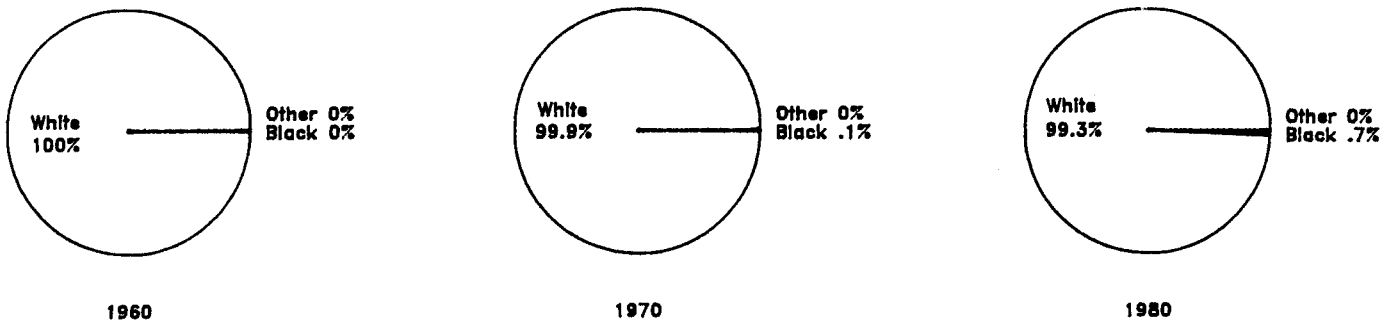
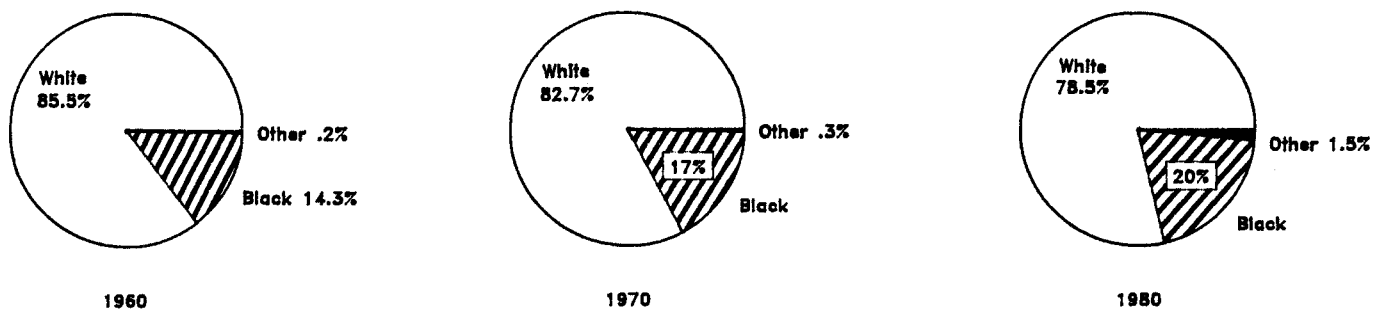


Chart 3B

## Marion County Demographic Analysis Racial Distribution



## TRANSPORTATION

The transportation network in any neighborhood reflects the development that has already occurred in a neighborhood and, at the same time, plays a vital role in determining the type and rate of future development. An example of this is the proximity of I-465 to the study area and how it has been a catalytic agent for industrial use around the airport. The western leg of I-465 is the dividing line between Subarea One and Subarea Two. The interstate system does limit some east/west travel. The Conrail Railroad restricts north/south travel in Subarea Two. Lynhurst Drive is going to be widened from the Airport Expressway to Rockville Road. Data on this project will be included later in the text.

The functional street classification system is the grouping of roadways within the planning area into an integrated system identified by their principle uses in the overall transportation system.

The functional street classification system ranks the roadways in terms of high to low traffic volume capacity, high to low speed and to moving traffic rather than serving the abutting land use (i.e. streets in a primarily residential area).

Table 6  
Indianapolis Functional Street Classifications

- |             |  |
|-------------|--|
| 1) Freeways | Divided highways with full control of access and grade-separated interchanges. Primary function is movement of traffic in particular long trips made within and through the study area. These roads are designed for high-speed operation (50-60 MPH) and require wide rights-of-way ranging up to 300 ft. |
|-------------|--|

2) Expressways

Access controlled routes with design and operational characteristics similar to freeways, with some intersections at-grade. Access control is usually obtained by using medians, frontage roads, and selected location of intersections. These roads are designed for relatively high speed operation (45 MPH) and require rights-of-way ranging up to 200 ft.

3) Primary  
Arterials

These routes have greater traffic carrying capabilities and higher levels of service than other at-grade routes to channelize major traffic movements. They either carry higher volumes than other adjacent routes or have the potential to carry higher volumes. They serve as connecting routes to the freeway system and to other primary arterials, and are oriented primarily to moving traffic rather than serving abutting land-use. Rights-of-way may range up to 120 ft.

4) Secondary  
Arterials

These routes serve a higher percentage of short trips than do primary arterials. They carry significant volumes and are needed to provide system continuity. Right-of-way widths may range up to 100 ft.

5) Collectors

Primary function is to collect traffic from an area and move it to an arterial while also providing substantial service to abutting land-use.

- 6) Local Streets Comprise the remainder of the surface streets and have the primary function of service to abutting land-use.

(These definitions are taken from the Highway Capacity Manual Special Report 209, the Federal Highway Administration.)

#### Street Functional Classification System

<u>Street Segment</u>	<u>From:</u>	<u>To:</u>	<u>Classification</u>
Washington	Lynhurst	Lucerne	Primary
Lynhurst	Minnesota	Washington	Secondary
Minnesota	Lynhurst	I-465	Collector
Morris	Lynhurst	Washington	Secondary
High School	Washington	Conrail RR	Collector

#### Existing and Future Levels-Of-Service (LOS)

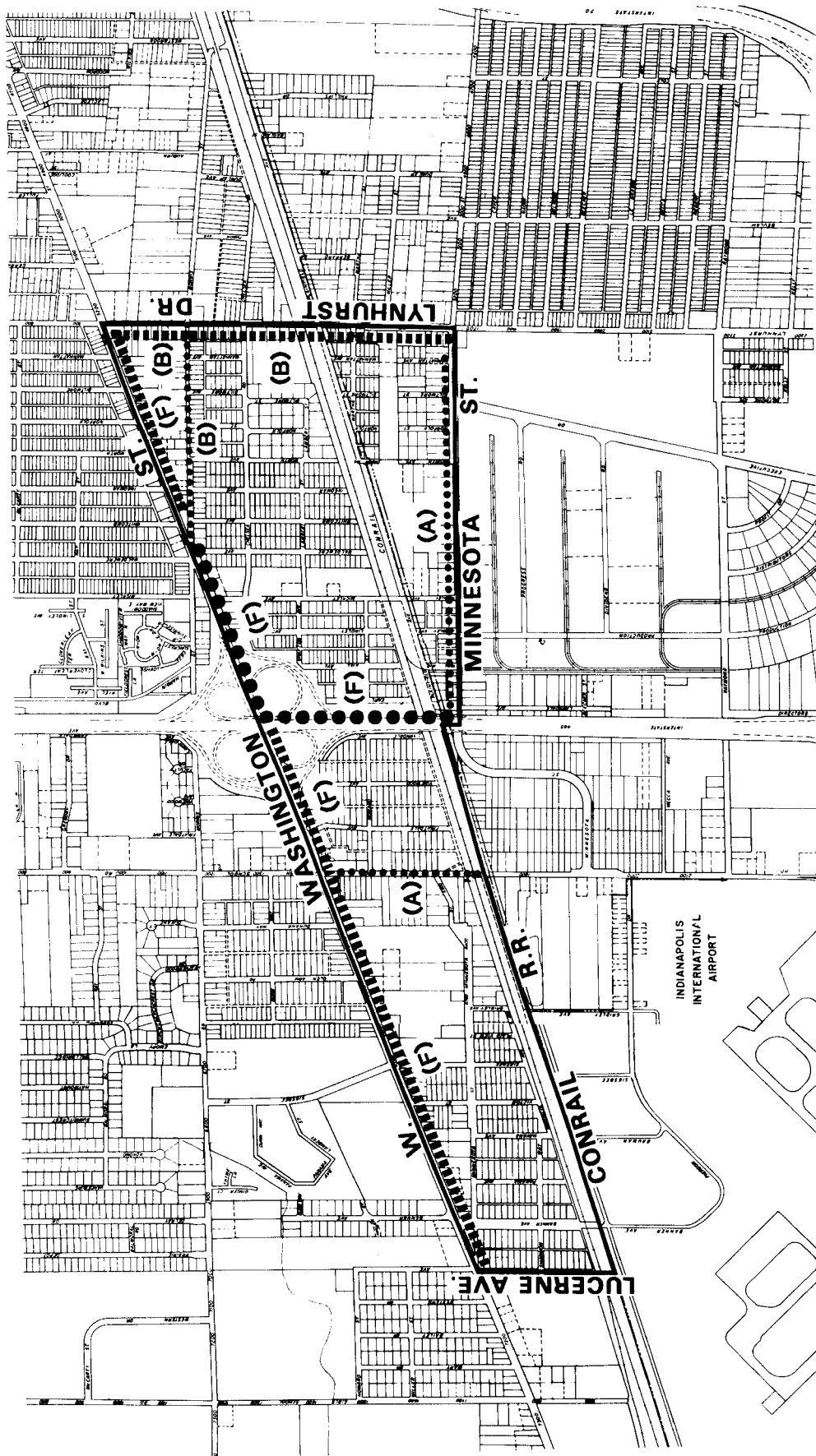
Levels-Of-Service (LOS) are the expression of the roadway network's capacity to handle traffic. This capacity is measured in terms of levels ranging from A to F - A being the most acceptable and F being the least acceptable regarding traffic flow, speed, road conditions, etc. Levels-Of-Service (LOS) were obtained by using volume/capacity ratios which are based on current traffic volumes (AOT's), number and width of driving lanes, and capacity expressed in the number of vehicles per hour, per lane as specified in the Highway Capacity Manual. These LOS can be altered by changes in signal timings and phasings, intersection geometry, and various other traffic engineering features.

Level-Of-Service definitions are as follows:

1. Level-Of-Service "A" represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. The general level of comfort and convenience provided to the motorist, passenger, or pedestrian is excellent.
2. Level-Of-Service "B" is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver within the traffic stream from LOS A. The level of comfort and convenience provided is somewhat less than at LOS A, because the presence of others in the traffic stream begins to affect individual behavior.
3. Level-Of-Service "C" is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream. The selection of speed is now affected by the presence of others, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level.
4. Level-Of-Service "D" represents high-density, but stable, flow. Speed and freedom to maneuver are severely restricted, and the driver or pedestrian experiences a generally poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level.

5. Level-Of-Service "E" represents operating conditions at or near the capacity level. All speeds are reduced to a slow, but relatively uniform flow. Freedom to maneuver within the traffic stream is extremely difficult, and it is generally accomplished by forcing a vehicle or pedestrian to "give way" to accommodate such maneuvers. Comfort and convenience levels are extremely poor, and driver or pedestrian frustration is generally high. Operations at this level are usually unstable, because small increases in flow or minor disturbances within the traffic stream will cause breakdowns.
6. Level-Of-Service "F" is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations. Operations within the queue are characterized by stop-and-go waves, and they are extremely unstable. Vehicles may progress at reasonable speeds for several hundred feet or more, then be required to stop in a cyclic fashion. Level-Of-Service F is used to describe the operating conditions within the queue, as well as the point of the breakdown. It should be noted, however, that in many cases operating conditions of vehicles or pedestrians discharged from the queue may be quite good. Nevertheless, it is the point at which arrival flow exceeds discharge flow which causes the queue to form, and Level-Of-Service F is an appropriate designation for such points.

Map 2 shows the existing levels of service for those streets in the transportation network within the Minnesota Street/Washington Street Corridor. Also indicated are the future levels of service expected in the year 2005. The existing levels of service were computed using the most recent traffic count data available which ranged from 1973 to 1988. The year 2005 levels of service are computed on the basis that all of the Thoroughfare Plan priority improvements will be completed by the year 2005.



# MINNESOTA STREET / WASHINGTON STREET CORRIDOR STUDY MAP 2 / EXISTING AND FUTURE LEVELS OF SERVICE

Existing [ A or B .....  
C or D .....  
E or F ..... ]

Future (A)



The preparation of this map was financed in part by a Community Development Block Grant

June, 1989  
Department of Metropolitan Development  
Division of Planning  
Indianapolis-Marion County, Indiana



## Bridges

There are 476 bridges in Marion County. Of these only one is located within the Minnesota Street/Washington Street Corridor Study area. Sufficiency ratings are used to describe the structural condition of bridges. The scale of sufficiency for bridges ranges from 0 - 100. A rating of zero (0) is the worst possible condition and 100 is the optimum rating. A sufficiency rating that is below 80.00 qualifies the structure for Federal Bridge Rehabilitation funds. Bridges with ratings below 50.00 qualify for Federal Bridge Replacement funds. The one bridge within the study area qualifies for Federal Bridge Replacement funds. Refer to Table 8.

Table 7

### Bridge Sufficiency Ratings

<u>Structure</u>	<u>Location</u>	<u>Rating</u>
30-01-F	High School Rd. at Conrail RR	43.9

### High Accident Intersections

There are 129 high accident intersections that are monitored annually by the Indianapolis Department of Transportation. Accident rates are determined by dividing the annual total number of accidents and the total number of vehicles entering the intersection for each intersection. For planning purposes, those intersections with an accident rate greater than 2.00 [Two accidents per million vehicles entering the intersection] are identified as intersections that need some corrective action. The Minnesota Street/Washington Street Corridor has two intersections with a 1988 accident rate greater than 2.00. Marion County contained 60 intersections in 1988 with an accident rate greater than 2.00.

### High Accident Intersections

<u>Intersection</u>	<u>1988 Rating</u>	<u>1988 Accidents</u>	<u>Accident Rate</u>	<u>Level of Service</u>
High School at Washington	27	35	2.42	D
Lynhurst at Washington	24	29	2.54	E
Morris at Lynhurst	105	7	1.04	B

### Traffic Counts

<u>Street Segment</u>	<u>From:</u>	<u>To:</u>	<u>1973 Count</u>	<u>1988 Count</u>
Washington	Girls School	High School	17,304	24,397
Washington	High School	I-465	21,012	38,137
Washington	I-465	Morris	27,419	30,153
Washington	Morris	Lynhurst	19,976	21,825
				<u>1986</u>
Morris	Washington	Lynhurst	6,328	7,443
Minnesota	High School	Lynhurst	3,585	5,485
			<u>1974</u>	
Lynhurst	Minnesota	Morris	4,715	13,203
Lynhurst	Morris	Washington	9,047	13,391
			<u>1972</u>	<u>1987</u>
High School	Minnesota	Washington	8,228	12,839

## Widening of Lynhurst Drive

On April 13, 1989 the Department of Transportation held a public meeting to discuss the proposed widening of Lynhurst Drive from the Airport Expressway to Rockville Road. The meeting was held at the Lynhurst Baptist Church, 1250 South Lynhurst Drive. There were an approximate 300 persons in attendance. The following information for DOT Project ST-20-029 was distributed and discussed at the meeting.

### Purpose of Project

1. To increase traffic safety
2. To improve traffic flow by increasing the number of through lanes on Lynhurst Drive to four lanes (2 northbound and two southbound) and a continuous left turn lane

### Corridor Description

1. Primarily residential
2. Park Fletcher office/warehouse south end
3. Commercial developments at major intersections

### Lynhurst Drive's Function

1. Serves as a major thoroughfare
2. Provides access to Airport Expressway, Washington Street, Rockville Road

3. Limited adjacent north/south arterial streets. Lynhurst is classified as a primary arterial by the thoroughfare plan for Marion County, Indiana as adopted by the Metropolitan Development Commission, and the Indianapolis Regional Transportation and Development Study.
4. Continuity developed by connecting to the existing four lane roadway on Lynhurst at Airport Expressway and the four lane section of Lynhurst that begins at 25th Street and extends south to the segment of Lynhurst that is being reconstructed starting this month from north of Rockville Road to the railroad located south of Rockville Road.

#### Traffic Figures and Projections Lynhurst Drive

Vehicles Per Day	1976	1986	2011 (Projected)
Airport Expressway To Raymond Street	8432	13184	16908
Raymond Street to Minnesota Street	8681	12767	16398
Minnesota Street to Morris Street	9129	13203	16931
Morris Street to Washington Street	9472	13391	17173
Average 45% increase last 10 years			
Washington Street To Rockville Road	10174	11118	14258

#### Additional traffic:

Causes traffic congestion

Two lane traffic backs up at major intersections

Delays entering/exiting Lynhurst from residential side streets and private and commercial drives.

Level of Service  
(Traffic Flow Rating of Intersection)

- A Rating indicates free flow      No delays
- B & C Rating indicates stable flow
- D Rating indicates unstable flow
- E Rating indicates operating at or near capacity
- F Rating indicates breakdown flow

Lynhurst Intersections	Existing	Improved	Projected
Raymond Street	B	A	C
Minnesota	D	A	C
Morris	A	A	C
Washington	F	A	C

A new traffic signal has been approved for Minnesota and Lynhurst intersection and is included as a part of this project.

The proposed recommended alternate "B-2" requires the purchase of 38 residences and 3 businesses to obtain adequate right-of-way-to construct the improvements.

Projected time table

Complete Design	1989 - 1991
Land Acquisition	Mid 1991 - 1993
Construction	1992 - 1996

Construction

The project is to be constructed in two or three segments.

1. The first segment for construction will most likely be from Airport Expressway to Minnesota Street.

2. The second segment would extend from Minnesota Street to Washington Street.
3. The third segment would extend from Washington Street to the railroad south of Rockville Road.

Each construction segment would require one or more seasons (years) to complete.

Estimated construction cost - \$5,200,000

### Public Transit

The Indianapolis Public Transportation Corporation/Metro operates only one bus route within the study area. This route services West Washington Street Monday through Friday and for a shorter period of time on Saturdays. There are no express routes. Refer to Table 8.

Table 8

### IPTC/METRO Route Coverage

#### Local

<u>Route #</u>	<u>Route Name</u>	<u>Hours of Service</u>
9	West Washington	Mon-Fri 5:00 a.m. to 12:10 a.m. Saturday 5:30 a.m. to 9:30 p.m. No Sunday service

## PUBLIC SAFETY

### Police Service

Because of its location in West-Central Wayne Township, the Minnesota Street/Washington Street Corridor is served by the Marion county Sheriff's Department. The crime statistics presented in the following tables were obtained from the Sheriff's Department and are for 1987 and 1988. There is very little difference in the kind and degree of crimes reported. The crime data from the Marion County Sheriff's Department are in the corridor for the entire study area.

Table 9  
Total Crimes

	<u>1987</u>		<u>1988</u>	
	<u>#</u>	<u>% Total</u>	<u>#</u>	<u>% Total</u>
Vice	38	8.2	22	4.4
Robbery	11	2.4	13	2.6
Burglary	62	13.4	93	18.5
Purse Grab	2	0.4	2	0.4
Vehicle Related Larceny	46	9.9	59	11.7
Vehicle Theft	53	11.4	42	8.3
Vandalism	54	11.7	76	15.1
Rape	--	--	4	0.8
Larceny	<u>197</u>	<u>42.5</u>	<u>193</u>	<u>38.3</u>
	463	99.9	504	100.1

There are nine types of crime listed for the Minnesota Street/Washington Street Corridor. However, only seven types of crime were available for the Marion County Sheriff's Department jurisdiction. Crimes not reported are vice and larceny. (Refer to charts 5A and B for corridor/county comparisons.)

Chart 4A  
Total Crime 1987  
Marion County vs.  
Minnesota-Washington Corridor

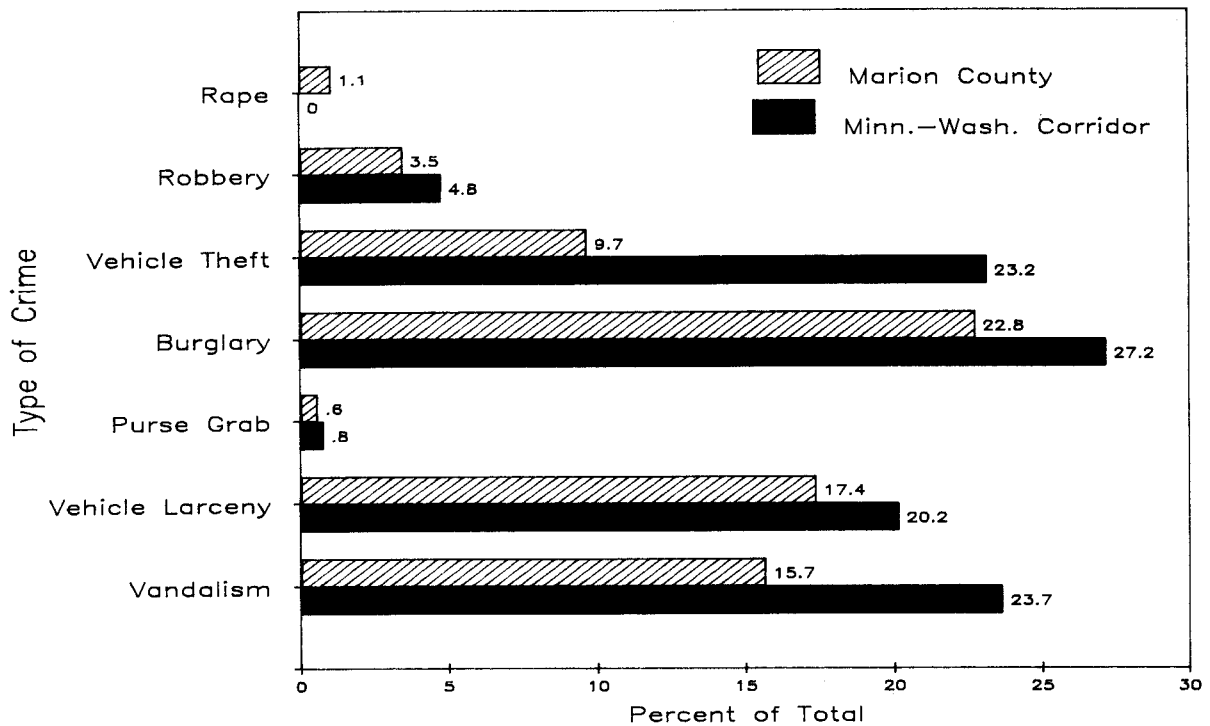
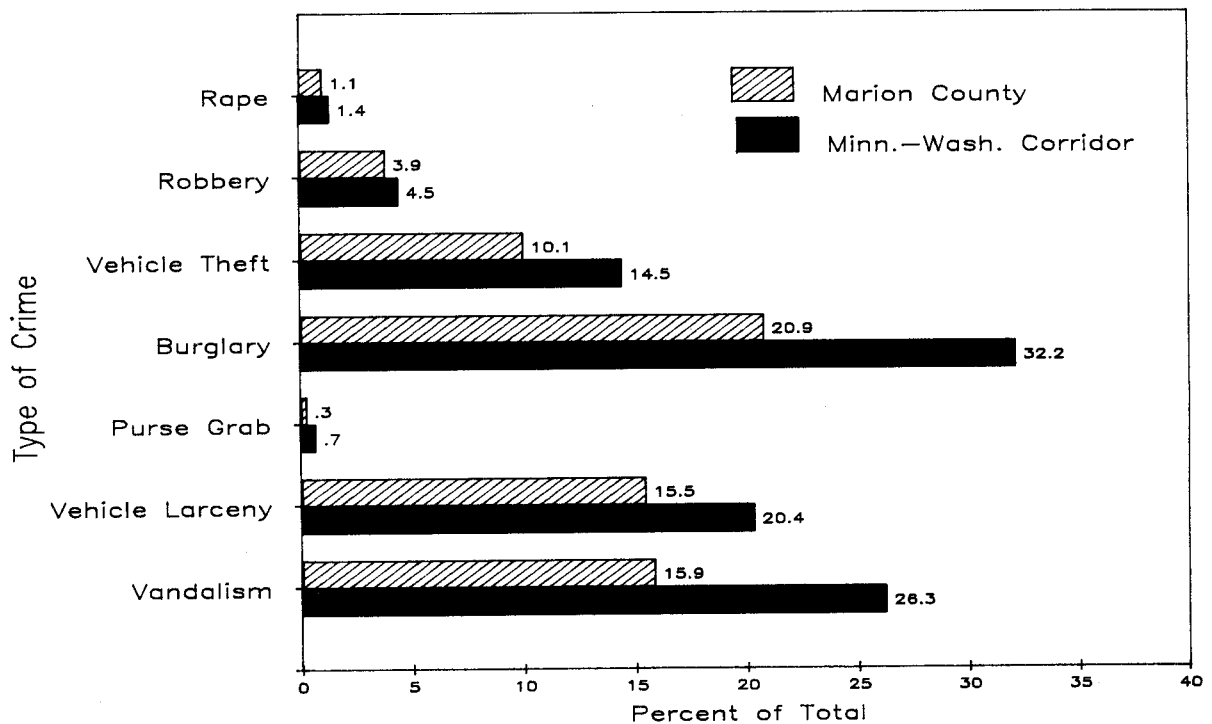


Chart 4B  
Total Crime 1988  
Marion County vs.  
Minnesota-Washington Corridor





## Fire Service

The Minnesota Street/Washington Street Corridor is served by the Wayne Township Fire Department. The location of the five stations are:

Station 1 4302 Bradbury Street  
Station 2 5401 W. Washington Street  
Station 4 7301 W. Morris Street  
Station 9 7606 W. 10th Street  
Station 10 7981 Crawfordsville Road

## BUILDING CONDITIONS

While doing a land use survey of the study area, planners within the Division of Planning have surveyed the physical condition of all structures in the area. Chart 5 reflects the comparison of structures between Subarea One and Subarea Two. The definition of building condition categories are:

### Excellent Condition

No rehabilitation necessary. The structure needs no attention in the form of paint or repairs

### Need of Superficial Repairs

- a) Exterior walls - peeling paint on less than 50% of the structure
- b) Windows, sashes, door frames - missing storm inserts, missing or torn screens
- c) Gutters, down spouts - rusty, peeling paint

### Minor Rehabilitation Required

- a) Exterior walls - peeling paint on more than 50% of the structure
- b) Foundation - small cracks (hairline)
- c) Roof - loose or missing shingles, obvious wear
- d) Windows, sashes, door frames - cracked glass, missing storm inserts
- e) Chimney - small cracks
- f) Gutters, down spouts - rusty, peeling paint, dents
- g) Porch - small cracks

### Major Deterioration

- a) Settling or crumbling foundations
- b) Leaning walls or chimneys
- c) Sagging roof
- d) Extensive rotting of wood
- e) Loose masonry
- f) Doors or windows missing
- g) Minor fire damage

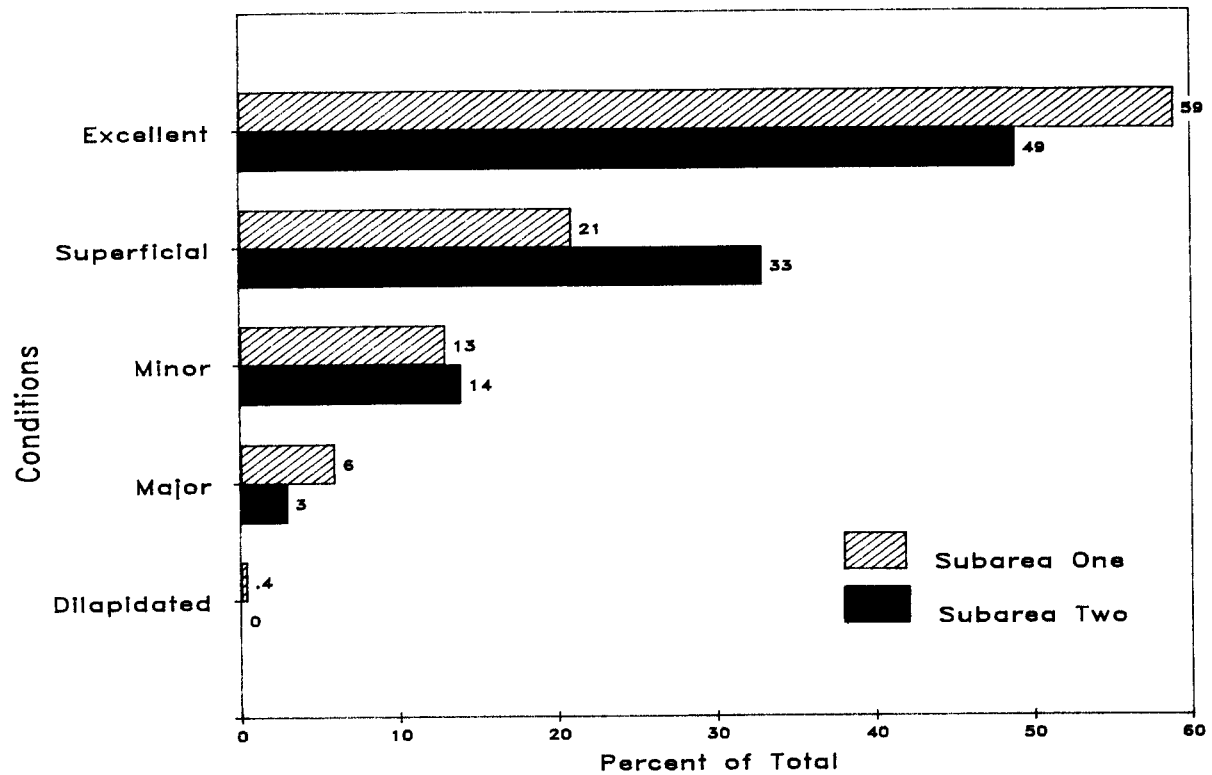
### Delapidated Structure

- a) Exterior walls - leaning or bulging, large holes, rotting and missing material
- b) Foundation - uneven, settlement, sinking, large cracks, missing brick, large holes, out of plumb
- c) Roof - extreme sagging, warping, rotting material, large holes
- d) Windows, sashes, door frames - broken or missing glass, boarded windows, rotten or rusted materials, distorted frames
- e) Chimney - leaning, missing bricks, missing or collapsed portions, rusted flashing, missing mortar
- f) Gutters, down spouts - rusted or rotted material, holes, sagging, missing sections or completely absent
- g) Porch - rails or banisters missing, floor collapsed, separation (pulling away) from main structure, missing sections

Of the 252 structures in Subarea One, 149 (59%) are in excellent condition, 54 (21%) are in need of superficial repair, 33 (13%) are in need of minor rehabilitation, 15 (6%) are in need of major rehabilitation and one structure (.4%) is delapidated.

Of the 361 structures in Subarea Two, 177 (49%) are in excellent condition, 121 (33%) are in need of superficial repair, 51 (14%) are in need of minor rehabilitation, 12 (3%) are in need of major rehabilitation and none are considered delapidated. Refer to Table 9.

Chart 5  
Minnesota-Washington Corridor  
Building Condition Survey 1989



## Land Use

Land use provides the basis for the on-site fabric and quality of any neighborhood, whereas zoning attempts to establish guidelines for homogenous and mutually-supportive mix of uses within a given area of the community. Actual development - or land use - often does not conform to the guidelines. It does this for a number of reasons: individual parcels may have been rezoned upon petition of the developer, or variances for a different use may have been granted allowing deviation from the existing zoning. Then again, non-conforming uses may have existed prior to the zoning legislation (or have arisen despite the legislation) that were simply expedient at a given point in time and, over years, were "grand-fathered" as an existing use.

Although not untypical of older areas of Indianapolis that developed prior to the zoning guidelines that now regulate the area, the Minnesota/Washington Corridor's development was the product of utility and expediency. The particular use, no doubt, served the land holder well at the time, but did so in isolation and often without concern for the optimum development of surrounding properties. As a result, much of the corridor is a mix of harshly non-compatible land uses evidencing conflicts between more intense commercial and industrial uses and their adjacent residential areas.

Although characteristic of older areas, the important point is that any plan for the future of this corridor must strive to reduce the obvious land use conflicts found in the area through transitional zoning initiatives and, when this is impossible, through strict buffering regulations.

### SUBAREA I

Subarea I of the Minnesota/Washington Corridor lies in the western half of the study area. It is bounded by Washington Street, I-465, the Conrail tracks and Lucerne Avenue. It has a land area of approximately 179 acres.

## Land Use

Table 10 below summarized the individual categories of land use by acreage and percent of total land within the subarea.

Table 10  
Subarea I

<u>Land Use</u>	<u>Acres</u>	<u>% of Total</u>	<u>% Excluding Right-of-Way</u>
Residential	46.54	26.1%	51.0%
(Single-family)	(44.75)	(25.1%)	49.0%
(Doubles)	( 1.79)	( 1.0%)	2.0%
Vacant	21.56	12.1%	24.0%
Industrial	1.25	0.7%	1.0%
Public/Semi-public	1.18	0.7%	1.0%
Commercial	20.40	11.4%	22.0%
Streets/Alleys/R.R.	<u>87.71</u>	<u>49.1%</u>	<u>-</u>
Total	178.64	100.1%	99.0%

Table 10 presents an overview of the subarea that is somewhat unexpected given the fact that it is a relatively small area bounded on three sides by primary arterials, a railroad and a freeway with a cloverleaf at Washington Street. It would normally be expected that a greater proportion of land would be devoted to commercial and industrial uses - and, if not to these uses, then a substantial percentage devoted to multi-family development. This is not the case, however, as over 50% of the non-right-of-way land area is devoted to medium-to-high density single-family development. Twenty-four percent of the land remains vacant and only twenty-three percent is devoted to commercial and industrial uses.

## Land Use Changes

Generally, land uses in Subarea I have remained relatively stable over the past twenty years. During this period, only seven rezonings have been petitioned and granted, while twelve variances have been allowed. These minor differences are summarized below based on a comparison of 1972 aerial photos and the Division of Planning's current land use survey of the Corridor.

Table 11  
Subarea I

	1972	1989	Absolute Change	Percent Change
Residential	40.55 acr.	46.54 acr.	+ 5.99 acr.	+ 14.7%
(Single)	(39.30 acr.)	(44.75 acr.)	(+ 5.45 acr.)	(+ 13.9%)
(Double)	( 1.25 acr.)	( 1.79 acr.)	(+ 0.54 acr.)	(+ 43.2%)
Vacant	40.10 acr.	21.56 acr.	- 18.54 acr.	- 46.2%
Industrial	1.15 acr.	1.25 acr.	+ 0.10 acr.	+ 8.7%
Public/Semi-pub	1.18 acr.	1.18 acr.	-	0.0%
Commercial	8.90 acr.	20.40 acr.	+ 11.50 acr.	+129.2%
Street/Alley/RR	86.76 acr.	87.71 acr.	+ 0.95 acr.	+ 1.0%

As can be seen from Table 11, the amount of available vacant land in the subarea decreased by 18 1/2 acres between 1972 and 1989. Better than 60% of this acreage was absorbed by commercial uses with the great majority of the remainder being devoted to single-family development. Once again, it is surprising that this development did not take place in more intense use categories due to the ease of access by primary arterial and Interstate to the area. One reason for this may be that parcels of available land are small, hence, assembly of enough parcels to justify an industrial development may be difficult.

### Structural Condition

Although an older area of the City, its structural integrity remains rather good. The results of the Division of Planning's structural condition survey are presented in the following table.

Table 12  
Structural Survey

<u>Rating</u> *	<u># Units</u>	<u>% of Total</u>
Excellent	149	59%
Superficial Repair	54	21%
Minor Rehabilitation	33	13%
Major Rehabilitation	15	6%
Dilapidated	<u>1</u>	<u>-</u>
Total	252	99%

(See also Chart 5)

As can be seen from these data, 80% of the structures are either in excellent condition or in need of only superficial repair. For all practical purposes, only 16 structures out of a total of 252 buildings are in need of immediate attention. As such, Subarea I compares favorably with virtually any older neighborhood in the community.

### Land Use Mix

Land use evaluation in this subarea of the corridor has been predictable. Commercial establishments have been drawn by the high traffic volume of the Washington Street arterial on its northern boundary, while industrial uses have been located along the railroad right-of-way on the south. Land within the two perimeters has been developed for residential usage.



Land use on Washington Street on the north forms a continuous fringe of commercial uses between Lucerne Avenue and the Interstate. While a small segment at the northeast terminus of Washington Street is devoted to neighborhood commercial activity, the remainder of the strip is developed in General Commercial (C-5) and High Intensity Commercial (C-7), uses characteristic of high volume commercial strip development. Between the two segments is a small High Intensity Office-Apartment District (C-2).

Frontage on the Conrail Railroad tracks to the south is primarily Light Industrial Suburban (1-2-S) and Heavy Industrial Suburban (1-4-S) development. The southwest portion of the boundary is devoted to Airport Special Use ("A"), while the northeast portion is constituted by an Office Buffer District (C-1) which provides a transition to the medium density single-family dwelling district immediately to the north. This is, in fact, one of the few instances of appropriate land use transition in the subarea.

From a land use viewpoint, the lack of buffering in the subarea is a serious problem. Virtually all of the remaining land area is devoted to medium and medium-high density single-family development (D-3, D-4 and D-5). On the north, these residential areas immediately abut intense commercial uses (C-5 and C-7). On the south, the same problem exists as D-3 and D-4 single-family uses adjoin light industrial uses and D-5 single-family development abruptly ends at areas developed for heavy industrial uses.

## SUBAREA II

Subarea II comprises the eastern portion of the Minnesota Street/Washington Street Corridor and is circumscribed by West Washington Street, Lynhurst Drive, Minnesota Street and Interstate 465. The Washington Street/I-465 interchange forms the northwest nexus of the subarea's boundaries. With a land area of 246 acres, it is one-fourth again the size of Subarea I.

### Land Use

In the table below, the area's land acreage is presented for each of its general zoning classifications.

Table 13  
Subarea II

<u>Land Use</u>	<u>Acres</u>	<u>% of Total</u>	<u>% Excluding Right-of-Way</u>
Residential	95.94	39.0%	65.0%
(Single-family)	(91.02)	(37.0%)	62.0%
(Double)	( 4.92)	( 2.0%)	3.0%
Vacant	15.72	7.0%	11.0%
Industrial	9.84	4.0%	7.0%
Public/Semi-public	8.38	3.0%	6.0%
Commercial	17.70	7.0%	12.0%
Streets/Alleys/R.R.'s	<u>98.40</u>	<u>40.0%</u>	<u>-</u>
Total	245.98	100.0%	100.0%

As in the case of Subarea I, it is surprising that so little of the subarea's land area is devoted to commercial and industrial uses given its proximity and ease of access to the Interstate system (as well as the high traffic volume on Washington St.) and the presence of the Conrail tracks running through its midsection. Yet, only 7% of the non-right-of-way land has been developed in industrial uses and 12% in commercial uses. 11% of the land area remains unused and available for development while fully 65% is committed to single-family residential use.

## Land Use Changes

Subarea II has undergone little change in its land use pattern over the past twenty years. Only 5 rezonings have been granted during this period and ten variances approved. In Table 14 below, differences in land use between 1972 and 1989 are summarized.

Table 14  
Subarea II

<u>Land Use</u>	<u>1972</u>	<u>1989</u>	<u>Absolute Change</u>	<u>Percent Change</u>
Residential	93.47 acr.	95.94 acr.	+ 2.47 acr.	+ 2.6%
(Single-family)	(88.55 acr.)	(91.02 acr.)	(+ 2.47 acr.)	(+ 2.8%)
(Double)	( 4.92 acr.)	( 4.92 acr.)	( - )	( - )
Vacant	32.89 acr.	15.72 acr.	-17.17 acr.	-103.6%
Industrial	0.00 acr.	9.84 acr.	+ 9.84 acr.	
Pub./Semi-pub.	8.38 acr.	8.38 acr.	-	-
Commercial	12.84 acr.	17.70 acr.	+ 4.86 acr.	+ 37.9%
Sts/Alleys/RR's	<u>98.40 acr.</u>	<u>98.40 acr.</u>	<u>-</u>	<u>-</u>
Total	245.98 acr.	245.98 acr.		

The most significant land use change in Subarea II from 1972 to 1989 was in the "Vacant" land use category. It decreased by seventeen acres. More than half of this decrease is attributable to industrial suburban developments (one of light and one of medium intensity) immediately south of the Conrail tracks. Five acres of this vacant land loss was developed in commercial uses in the northern portion of the subarea while 2 1/2 acres were converted to residential development. Overall, the subarea generally retained its land use character, the exception being the incursion of industrial development in its southern section. It essentially remains a residential community.

### Structural Condition

The structural condition of Subarea II is very good in light of its age. As can be seen from Table 15 below, its problems are easily manageable.

Table 15  
Structural Survey

<u>Rating</u>	<u># Bldgs.</u>	<u>% of Total</u>
Excellent	177	49%
Superficial Repair	121	33%
Minor Rehabilitation	51	14%
Major Rehabilitation	12	3%
Dilapidated	<u>-</u>	<u>-</u>
Total	361	99%

82% of the subarea's structures are either in excellent condition or have a need for superficial repair while one in every seven structures requires minor rehabilitation work. Only three percent need rehabilitation of a major degree. None of the area's structures is considered to be dilapidated and in need of demolition. It is generally in better condition structurally than other neighborhoods of comparable age in the City.

### Land Use Mix

As is the case with Subarea I, the area's northern boundary (Washington Street) is formed by a continuous string of commercial uses with only one parcel west of Lynhurst Drive serving a public governmental use. The intensity of these uses alternates between General (C-5) and High Intensity (C-7) Commercial District impacts. The remainder is almost solidly single-family residential (D-3 and D-5) development.

The southern portion of the subarea consists of three medium density, single-family residential developments that have been segmented by industrial land uses (Light and Medium Suburban). Unfortunately, in only one instance has an acceptable transition use between the two been provided in the form of a C-1 Office Buffer District on Minnesota Street. In all other cases single-family use borders industrial creating serious land use conflicts. Additionally, the majority of the railroad's right-of-way is edged with residences.

In the northern portion of the subarea, essentially the same land use conflicts exist. Although an Office Commercial Buffer strip separates residences from the railroad, the remainder of the residential area abruptly ends at intensive C-5 and C-7 commercial development. The situation is therefore essentially similar to Subarea I along the West Washington Street Corridor.

## ZONING AND REZONING

In order to provide for the orderly growth and development of an area of the city, there needs to be a compatible relationship between zoning classifications and land use. There are seventeen existing zoning classifications within the Minnesota Street/Washington Street Corridor. They are as follows:

### 1. Dwelling Districts

- D3 - Single Family - Medium Density
- D4 - Single Family - Medium High Density
- D5 - Single Family - High Density

### 2. Commercial Districts

- C1 - Office District
- C2 - Office Apartment - High Intensity
- C3 - Neighborhood Commercial District
- C4 - Commercial - Community Regional
- C5 - Commercial General
- C7 - High Intensity Commercial District
- CS - Special Commercial District

### 3. Industrial Districts

- I2S - Light Industrial Suburban District
- I3S - Medium Industrial Suburban District
- I4S - Heavy Industrial Suburban District

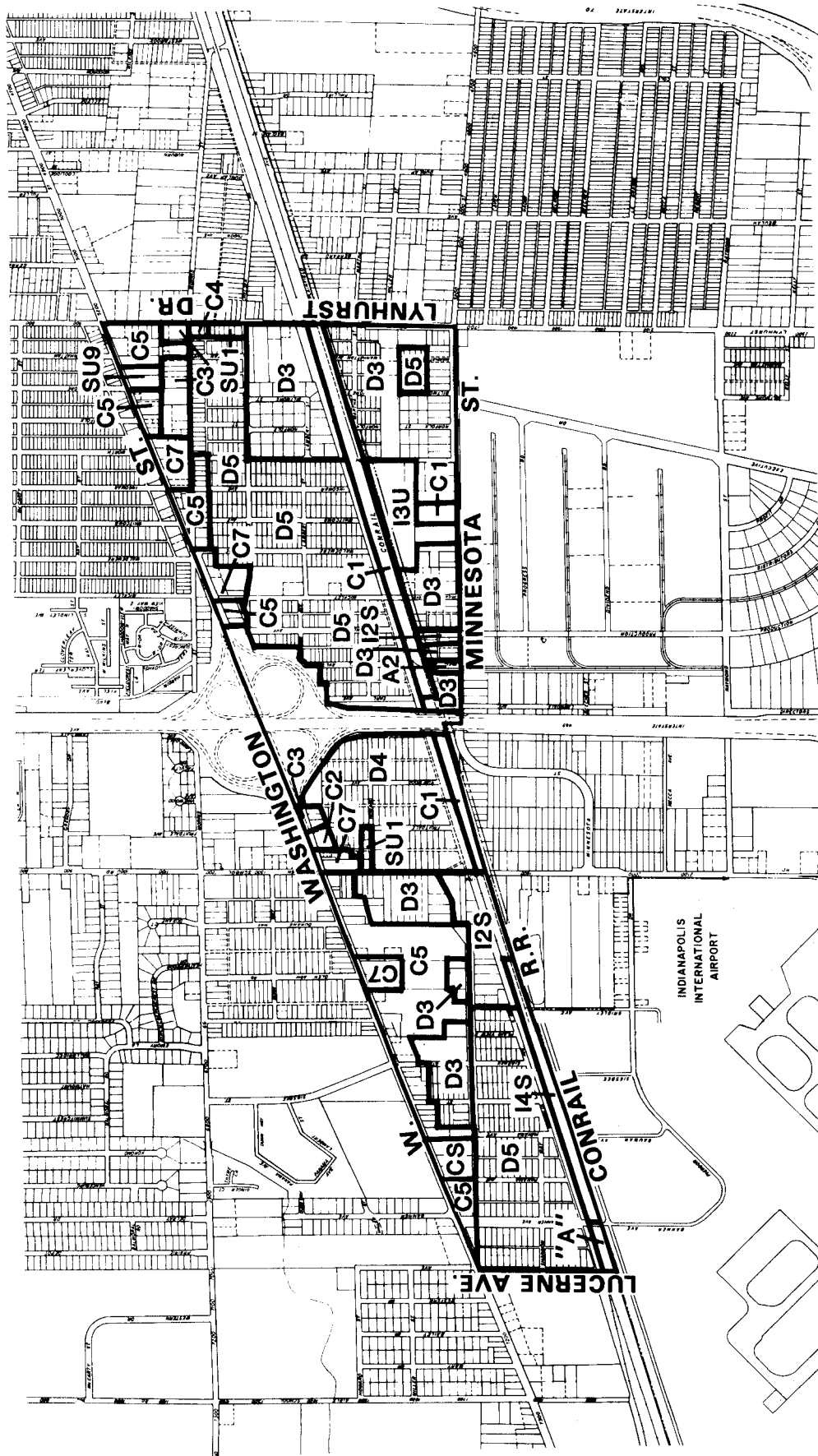
### 4. Special use Districts

- SU1 - Churches
- SU9 - Governmental Use
- "A" - Airport Special Use District
- A2 - Agricultural District Two

Zoning classifications and existing land use in Subarea One, in most instances, are compatible. From 1970 to present there have been seven rezonings. Zoning classifications and land use in Subarea Two are compatible. There have been five rezonings from 1970 to present. Refer to Map 3.

#### Variances

There have been twenty-two variances in the total area from 1970 to present. Twelve of those variances are in Subarea One.



# MINNESOTA STREET / WASHINGTON STREET CORRIDOR STUDY

## MAP 3 / EXISTING ZONING CLASSIFICATIONS



The preparation of this map was financed in part by a Community Development Block Grant

June, 1989  
 Department of Metropolitan Development  
 Division of Planning  
 Indianapolis-Marion County, Indiana



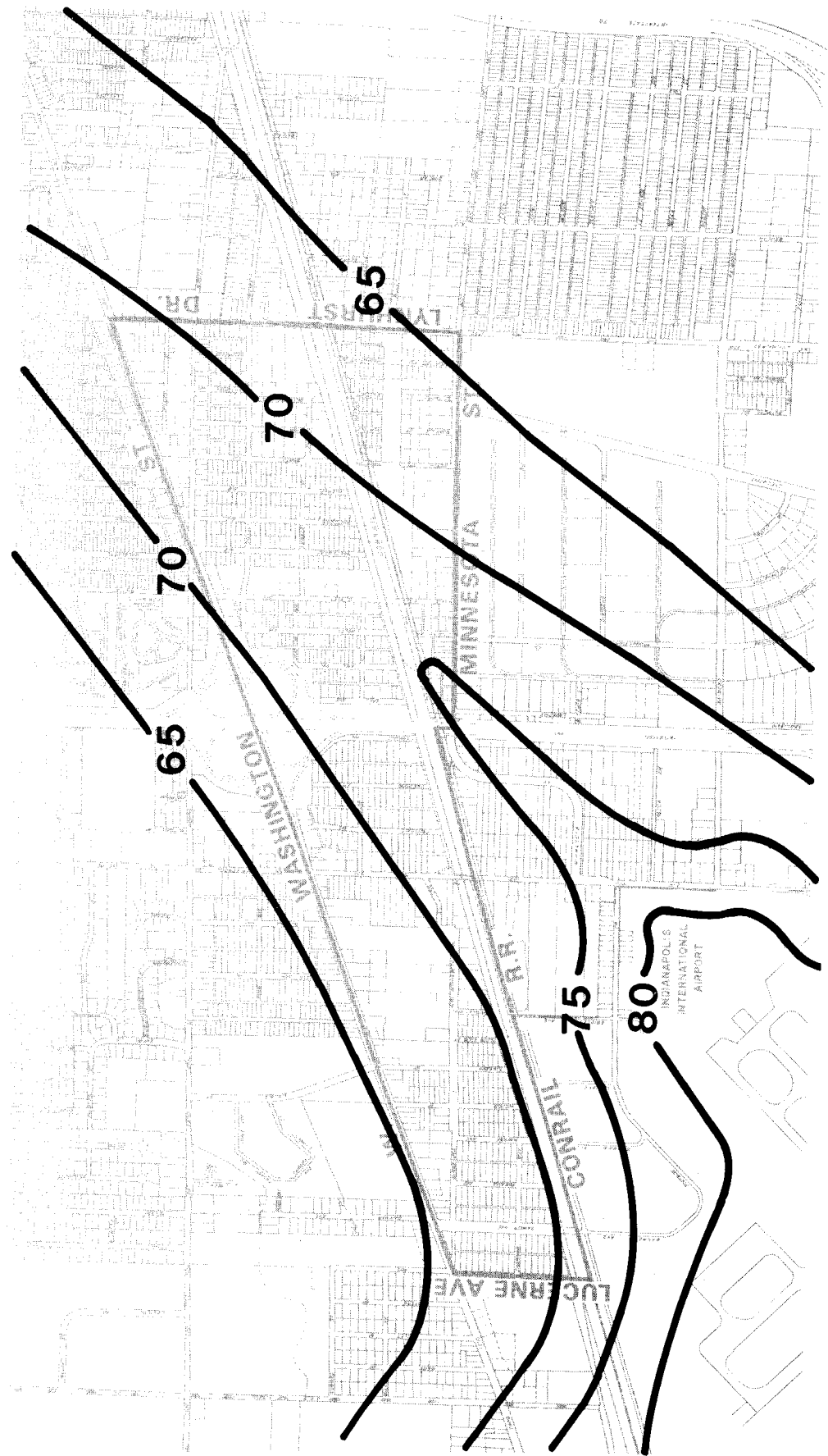
## NOISE CONTOURS

The Airport Authority has been concerned about reducing current and preventing future noise impacts on adjacent residential properties. To understand the level of noise impacts, it is necessary to assemble and analyze information about airport activity, the mix of aircraft using the airport, charting the typical flight tracks flown by aircraft and using sophisticated noise monitoring equipment to measure the actual noise levels. To define noise on a consistent basis, a measurement method has been established and the unit of noise measurement called LDn (Day-Night Noise level) has been devised. This noise measurement averages all noise events over a given period of time and includes a weighting penalty for noise occurring at night. This penalty is intended to reflect the greater annoyance associated with nighttime noise.

After assembling the information, the noise levels at Indianapolis were calculated using a computer simulation model. This process establishes noise contour lines which identify areas adjacent to the airport that receive the greatest noise impacts. The LDn measurements range from 80 to 65 with 80 LDn being the highest measurement of noise impact contained in this data inventory. Additionally, the Airport Authority can use the model to predict the affects of various programs and procedures on these contour lines and resulting noise impacts. Currently the Airport Authority is reducing noise impacts by changing certain airport operations including the location of flight tracks for aircraft departing the airport, changes in the use of runways, quieter aircraft approach and departure techniques and making airfield improvements.

To illustrate the noise impact on the Minnesota Street/Washington Street study area the following maps are prepared from the Part 150 Study. Map 4 illustrates the current

LDn noise contours with the implementation of the noise abatement strategy recommended in the Part 150 study. Map 5 illustrates the shift in LDn contour by the year 2000 after development of the planned parallel runway system. The significance of these changes will be the different impacts made on the Subarea 1 and 2 of the study area. These projected changes will need to be factored into determining the best way to deal with the needs and opportunities in the Minnesota Street/Washington Street corridor planning area.



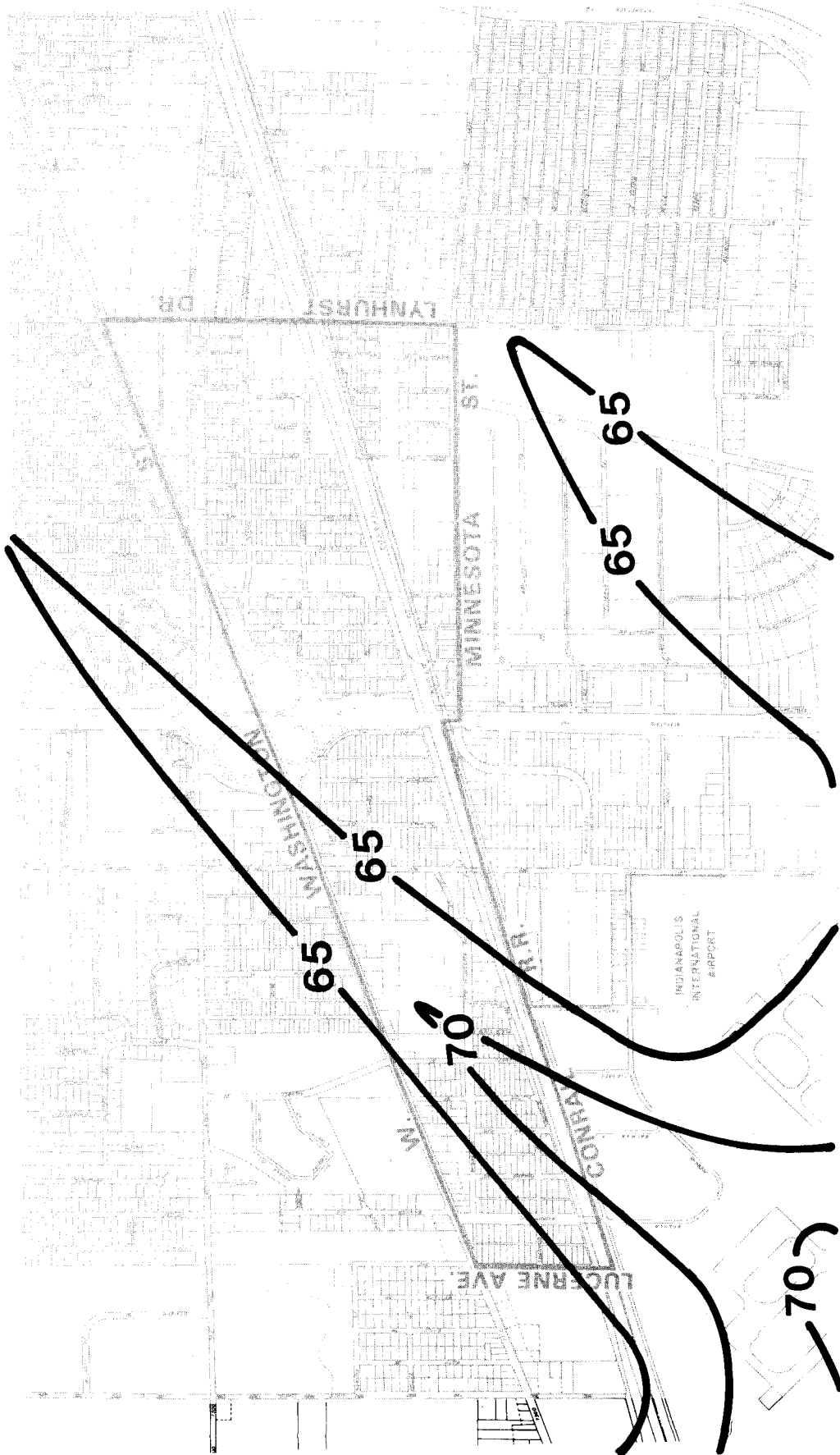
# **MINNESOTA STREET / WASHINGTON STREET CORRIDOR STUDY**

**MAP 4 / 1987 AIRCRAFT NOISE CONTOURS**

The preparation of this map was financed in part by a Community Development Block Grant



June, 1989  
 Department of Metropolitan Development  
 Division of Planning  
 Indianapolis-Marion County, Indiana



**MINNESOTA STREET / WASHINGTON STREET CORRIDOR STUDY**  
**MAP 5 / 2000 AIRCRAFT NOISE CONTOURS**

The preparation of this map  
 was financed in part by a  
 Community Development Block Grant





#### ELECTED OFFICIALS

William H. Hudnut, III, Mayor

#### City-County Council

Dr. Philip Borst, 25	Ray R. Irvin, 21
Rozelle Boyd, 11	Paul H. Jones, 10
David M. Brooks, At Large	David P. McGrath, 20
Richard F. Clark, 13	Mary Bridget Moriarity, 15
Dwight Cottingham, 18	Beverly Mukes-Gaither, AL
Beulah Coughenour, 24	Stuart W. Rhodes, 7
Carlton E. Curry, At Large	William G. Schneider, 3
William A. Dowden, 4	Julius F. Shaw, At Large
Allen L. Durnil, 14	Beurt R. SerVaas, 2
Kenneth W. Giffin, 19	John Solenberg, 5
Gordon C. Gilmer, 1	Betty Puhmkorff, 12
Jeff Golc, 17	Stanley P. Strader, 23
Harold Hawkins, 16	Stephen R. West, 6
Holley M. Holmes, 8	Susan Williams, 22
Glenn L. Howard, 9	

#### METROPOLITAN DEVELOPMENT

#### METROPOLITAN DEVELOPMENT COMMISSION:

Dr. Lehman D. Adams, Jr., DDS	Mary Ann Mills
George M. Bixler, Jr.	Michael Rodman
James J. Curtis	Robert Samuelson
Michael J. Feeney	James Wade, Jr.
Lois Horth	

#### DEPARTMENT OF METROPOLITAN DEVELOPMENT

M.D. Higbee, Director

Stuart Reller, Administrator, Division of Planning

#### Project Coordination

Mike Graham, Principal Planner  
William Boyd, Project Coordinator, Senior Planner  
Larry Carroll, Principal Planner  
Greg Ewing, Senior Planner  
Matt Brooks, Transportation Planner  
Steve Cunningham, Transportation Planner  
William L. Selm, Indianapolis Historic Preservation  
Commission  
Cynthia Flannagan, Intern  
Terrence Spradlin, Intern  
Ellen Moore, Secretary  
Carole Wilburn, Secretary  
Natalie Graves, Secretary  
Lynn Davis, Secretary  
Phil Pettit, Drafting Superintendent  
Darrell Walton, Draftsman

CORRIDOR STUDY ISSUE  
IDENTIFICATION QUESTIONNAIRE

Minnesota Street/Washington Street  
Corridor Study Issue Identification Questionnaire

In November of 1987, a Noise Compatibility Study for the Indianapolis International Airport was completed pursuant to Part 150 of the Federal Aviation Regulations. Part 150 sets minimum noise compatibility standards and establishes a general approach to conducting planning studies. The current Minnesota Street/Washington Street Corridor Study is being undertaken in accordance with the recommendations contained in the Part 150 Study. The Minnesota Street/Washington Street Corridor is bounded by Washington Street on the north, Lynhurst Drive on the east, the Conrail Railroad and Minnesota Street on the south and Lucerne Avenue on the west. The purpose of the study is to help identify possible solutions to airport noise and other neighborhood issues.

This Minnesota Street/Washington Street Corridor Study survey was designed by the Department of Metropolitan Development, Division of Planning, in conjunction with the area residents on the planning committee. The information obtained will assist in the final recommendations for the Corridor Study. It would be very helpful if you would take a few minutes to complete the survey and mail it to the Division of Planning in the enclosed envelope within the next seven days.

If you have any questions concerning the survey, please call William Boyd at 236-5151.

I. HOUSING AND RESIDENTIAL ENVIRONMENT

1. What do you like about your neighborhood?

(Check as many as apply.)

- ☐ friendly neighbors
- ☐ clean/quiet/nice area
- ☐ close to stores, drugstores
- ☐ close to banks
- ☐ close to downtown
- ☐ close to I-465
- ☐ good schools & churches
- ☐ close to job
- ☐ no crime

2. How long have you lived in the neighborhood?

- ☐ 1-5 years
- ☐ 6-10 years
- ☐ 11-20 years
- ☐ 21-35 years
- ☐ 36 or more years

II. TRANSPORTATION

3. Is heavy traffic flow a problem in your neighborhood?

☐ yes ☐ no

If yes, where? \_\_\_\_\_  
\_\_\_\_\_



4. Is street traffic noise a problem in your neighborhood? \_\_\_\_\_ yes \_\_\_\_\_ no

### III. PUBLIC SERVICES

Please indicate your satisfaction with public services in the neighborhood.

(1) - acceptable; (2) - unacceptable; (3) - no opinion

5. Sheriff Response Time	_____1	_____2	_____3
6. Garbage/Trash			
Collection	_____1	_____2	_____3
7. Street Cleaning	_____1	_____2	_____3
8. Sidewalk Condition	_____1	_____2	_____3
9. Street Surface			
Condition	_____1	_____2	_____3
10. Street Lighting	_____1	_____2	_____3
11. Parks & Recreation	_____1	_____2	_____3
12. Services for Senior			
Citizens	_____1	_____2	_____3
13. Youth Summer Jobs	_____1	_____2	_____3
14. Youth Recreation	_____1	_____2	_____3
15. Health Care Services	_____1	_____2	_____3
16. Adequacy of Storm			
Sewers and Drainage	_____1	_____2	_____3

If drainage is a serious problem, indicate where:

\_\_\_\_\_  
\_\_\_\_\_

IV. COMMERCIAL AND ECONOMIC DEVELOPMENT

17. How often do you shop at neighborhood stores along Washington Street between Girls School Road and Lynhurst Drive?

\_\_\_\_\_ Very often (3+ times a week)

\_\_\_\_\_ Often (1-3 times a week)

\_\_\_\_\_ Occasionally (once or twice/month)

\_\_\_\_\_ Almost never

\_\_\_\_\_ If never, where do you shop? \_\_\_\_\_

\_\_\_\_\_

V. INDIANAPOLIS INTERNATIONAL AIRPORT ISSUES

18. Is the airport noise a problem for you and your family?    \_\_\_\_\_ yes    \_\_\_\_\_ no

19. If so, what would you recommend as a solution?

(Check as many as apply.)

\_\_\_\_\_ buy our property at market values

\_\_\_\_\_ reroute the planes for take offs and landings routes

\_\_\_\_\_ give home owners monetary compensation for noise and damage

\_\_\_\_\_ require quieter aircraft engines

\_\_\_\_\_ construct an earthen hill noise buffer south of the railroad

Other \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

20. What other airport related issues do you feel are present in your neighborhood?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

VI. MISCELLANEOUS

21. What issue do you feel is the most important in your neighborhood? (Check one only)

\_\_\_\_\_ Crime

\_\_\_\_\_ Drainage

\_\_\_\_\_ Airport Noise

\_\_\_\_\_ Traffic

\_\_\_\_\_ Pollution

Other \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## Minnesota Street/Washington Street Survey Summary of Results

### METHODOLOGY

The Minnesota Street/Washington Street Study Area faces a number of important issues. Because participation in planning meetings is a decidedly imperfect way to gauge public opinion, the Minnesota Street/Washington Street Planning Committee and the Indianapolis Airport Authority requested the Division of Planning to survey the residents of the area.

In any survey, a key decision is whether to give the entire population the opportunity to respond (saturation approach) or to give a limited portion of the population the opportunity to respond (sampling approach).

If the saturation approach is tried but not everyone responds, one can not use statistics to draw conclusions about the entire population. One can only cite the percentages of the respondents that gave a particular answer and speculate about what it means for the entire resident population. In the past, when the division has used the saturation approach the response rate is often in the 10 to 20% range.

In contrast, by using the sampling approach one can use statistics to draw conclusions about the entire population if the sample is randomly selected. The idea of a random sample simply means the inclusion of a particular residence in the survey is left entirely to chance. Consequently, only one house on a particular block might be included, whereas on an adjacent block 3, 4 or more residences might be included.

The Division of Planning elected to employ a random sampling approach. It used the Wayne Township Assessor records to obtain a list of the addresses for residential properties in the study area. A 40% sample of addresses was selected from this list. A survey and a stamped self-addressed return envelope were sent to these addresses. After 10 days a combination thank-you note and reminder was sent to these same addresses. In the end, 136 responses were received (a 50% response rate), which yielded a 20% sample. A copy of the survey form is included in Appendix A.

### RESULTS

A summary of the results is also presented in Appendix A. Please note that in the appendix and in subsequent citations of the results the percentages include a plus (+) and minus (-) value in parenthesis. This is known as the confidence interval.

Recall that the survey covered approximately 20% of the residences in the area. The confidence interval indicates that if all the residences responded, the actual percentage giving a particular

answer would lie somewhere within that range. For example, the results in Appendix A show that 69% (+/- 8%) cited friendly neighbors as what they like about the neighborhood. This means the actual percentage is somewhere between 77% and 61%.

In addition to providing estimates of the area population's preference on a topic, the random sampling approach allows one to determine if there is a significant difference in the opinions of sub-groups in the population. The statistical test that makes this determination is known as a Chi Square Test.

For most questions it was determined if there was a significant difference in the responses of residents living east of I-465 and those living west of I-465. In addition, for some issues the responses were checked to see if the length of time a respondent lived in the area (tenure) made a difference.

### Neighborhood Assets

The most frequently cited responses to what people liked about their neighborhood were:

Close to stores, drugstores	83% (+/- 6%)
Close to I-465	79% (+/- 7%)
Close to banks	73% (+/- 7%)

There was a significant difference in the responses that cited being close to banks when categorized by subarea, with those living in the area west of I-465 less inclined to cite it as something they liked about the neighborhood. There was no significant difference in the responses when categorized by the length of time they had lived in the neighborhood.

### Heavy Traffic

Overall, 63% (+/- 8%) of the respondents indicated that heavy traffic was a problem in their neighborhood. There was no significant difference in the responses when categorized by subarea or length of time lived in the neighborhood.

### Street Traffic Noise

A minority of the residents, 36% (+/- 8%), said that street traffic noise was a problem in their neighborhood. Again, there were no significant differences in the responses of subareas or tenure.

### Rating of Public Services

The public services that were most frequently rated as unacceptable were:

Stormwater drainage	49% (+/- 8%)
Streetcleaning	38% (+/- 8%)
Sidewalk construction	36% (+/- 8%)

These responses were the same in both subareas.

### Shopping in Neighborhood

Nearly all of the respondents, 96% (+/- 8%), said they shop occasionally (once a month) or more often at neighborhood stores along Washington Street. An overwhelming majority, 86% (+/- 7%), indicated they shop in these stores at least once a week. There was no significant difference in the responses when categorized by subareas.

### Airport Noise

Overall, a vast majority of the residents indicated that airport noise was a problem for them and their families. The figure of 82% (+/- 7%) indicates this is a widely held belief. Given the importance and potential consequences of this issue, the results were examined in great detail.

There was no significant difference in the responses when categorized by subarea or by length of time lived in the neighborhood. In an attempt to discover if people were being consistent in their responses, the answers to this question were categorized by whether they cited a "clean/quiet/nice area" as what they liked about their neighborhood. If someone cited this as a something they liked, they were less inclined to describe airport noise as a problem. However, this was a small group, and even then they still cited airport noise as a problem by a 2:1 margin.

### Possible Solution to Airport Noise

The recommended solutions to the airport noise issue were:

Buy properties at market value	54% (+/- 8%)
Reroute the planes	46% (+/- 8%)
Monetary compensation for noise	38% (+/- 8%)
Require quieter aircraft engines	38% (+/- 8%)
Construct an earthen hill	18% (+/- 7%)

Overall, there was no clear-cut preference. Given the potential variability, the first four options are essentially even.

However, there were some statistically significant differences in the responses across subareas. Respondents in the area west of I-465 were more inclined to recommend a property buy out. Respondents in the area west of I-465 were less inclined to favor the rerouting of the planes. In addition, those who had lived in the neighborhood for more than 10 years were less inclined to recommend the purchase of property as a solution.

### Most Important Issue

Airport noise was cited most often, 72% (+/- 9%), as the most important issue facing their neighborhood. Drainage was a distant second, with 14% (+/- 6%) of the respondents citing it as the most important issue. There was no significant difference in the responses across subareas or by tenure.

Minnesota Street/Washington Street Corridor Study  
Questionnaire Results

October 13, 1989

273 Questionnaires Mailed  
136 Respondents

I. Housing and Residential Environment

	Absolute #	Percent	Range ±
1. What do you like about your neighborhood?			
- friendly neighbors	95	70%	8%
- clean, quiet, nice area	48	35%	8%
- close to stores	113	83%	6%
- close to banks	99	73%	7%
- close to downtown	45	33%	8%
- close to I-465	107	79%	7%
- good schools & churches	76	56%	8%
- close to job	60	44%	8%
- no crime	36	27%	7%
2. How long have you lived in the neighborhood?			
- 1-5 years	36	27%	7%
- 6-10 years	15	11%	5%
- 11-20 years	39	29%	8%
- 21-35 years	24	18%	6%
- 36 or over	22	16%	6%

II. Transportation

3. Is heavy traffic a problem?			
- yes	84	62%	8%
- no	50	37%	8%
4. Is street traffic noise a problem?			
- yes	48	35%	8%
- no	86	63%	8%

III. Public Services

Please indicate your satisfaction with public service in the neighborhood.

5. Sheriff Response Time

- acceptable	82	60%	8%
- unacceptable	9	7%	4%
- no answer/no opinion	45	33%	8%

	Absolute #	Percent	Range $\pm$
6. Garbage/Trash Collection			
- acceptable	59	43%	8%
- unacceptable	35	26%	7%
- no answer/no opinion	42	31%	8%
7. Street Cleaning			
- acceptable	10	7%	4%
- unacceptable	51	38%	8%
- no answer/no opinion	75	55%	8%
8. Sidewalk Condition			
- acceptable	8	6%	4%
- unacceptable	49	36%	8%
- no answer/no opinion	79	58%	8%
9. Street surface condition			
- acceptable	86	63%	8%
- unacceptable	32	24%	7%
- no answer/no opinion	18	13%	6%
10. Street Lighting			
- acceptable	66	49%	8%
- unacceptable	39	29%	8%
- no answer/no opinion	31	23%	7%
11. Parks & Recreation			
- acceptable	26	19%	7%
- unacceptable	37	27%	7%
- no answer/no opinion	73	54%	8%
12. Senior Citizen Service			
- acceptable	22	16%	6%
- unacceptable	14	10%	5%
- no answer/no opinion	100	64%	7%
13. Summer Youth Jobs			
- acceptable	15	11%	5%
- unacceptable	10	7%	4%
- no answer/no opinion	111	82%	7%
14. Youth Recreation			
- acceptable	24	18%	6%
- unacceptable	25	18%	7%
- no answer/no opinion	87	64%	8%



	Absolute #	Percent	Range ±
15. Health Care Services			
- acceptable	35	26%	7%
- unacceptable	15	11%	5%
- no answer/no opinion	86	63%	8%
16. Storm sewers & drainage			
- acceptable	44	32%	8%
- unacceptable	67	49%	8%
- no answer/no opinion	25	18%	7%
IV. <u>Commercial &amp; Economic Development</u>			
17. Frequency of shopping in neighborhood			
- Very often	73	54%	8%
- often	43	32%	8%
- occassionally	15	11%	5%
- no answer/no opinion	5	4%	3%
V. <u>Indpls International Aiport Issues</u>			
18. Is airport noise a problem?			
a. West of I-465			
- yes	45	33%	10%
- no	8	6%	10%
b. East of I-465			
- yes	66	49%	8%
- no	15	11%	8%
19. Solve by:			
A. Airport purchase property			
a. West of I-465			
- yes	35	26%	13%
- no	19	14%	
b. East of I-465			
- yes	38	28%	11%
- no	44	32%	

	Absolute #	Percent	Range $\pm$
B. Reroute planes			
a. West of I-465			
- yes	18	13%	13%
- no	36	26%	
b. East of I-465			
- yes	44	32%	11%
- no	38	28%	
C. Monetary compensation			
a. West of I-465			
- yes	21	15%	13%
- no	33	24%	
b. East of I-465			
- yes	30	22%	10%
- no	52	38%	
D. Require quieter aircraft			
a. West of I-465			
- yes	18	13%	13%
- no	36	26%	
b. East of I-465			
- yes	34	24%	11%
- no	48	35%	
E. Construct earthen buffer			
a. West of I-465			
- yes	13	12%	7%
- no	41	37%	
b. East of I-465			
- yes	12	11%	7%
- no	70	63%	

Absolute #    Percent    Range ±

VI. Miscellaneous

20. What is the most important issue in the neighborhood?

a. West of I-465

- Drainage	6	5%	10%
- Airport noise	30	27%	14%
- other	8	7%	11%

b. East of I-465

- Drainage	9	8%	9%
- Airport noise	45	40%	11%
- other	6	5%	8%

## PUBLIC MEETING SUMMARIES

Minnesota Street/Washington Street  
Corridor Study Meeting  
Summary

July 27, 1989

The first planning committee meeting for the Minnesota Street/Washington Street Corridor Study was held on the above date at the Wayne Township Metropolitan School District Education Center, 1220 South High School Road. Persons attending were:

Donna Jenkinson  
Steve & Jeanette Kopsas  
George Knoebel  
Edith Hughes  
Shirley Hartloff  
Ron Matthews  
Rose Little  
Ruth M. Wilson  
Linda Austin  
Verla Smith  
Marion Kinder  
Mary M. Mc Clelland  
Larry Dank  
Mr. & Mrs. Raymond Scott  
Inez Waggoner  
Debbie Allen  
Paul Spellman  
Elaine Roberts  
Elaine Mc Queen  
Audry Thompson  
Helen Stringfield  
Dan Orcutt  
Sue Schalk  
Mary Shell  
Mr. & Mrs. Warren E. Shelley  
Rick Willis  
Webster Donoho  
Earl Ridout  
Sandy Evans  
Jerry Holifield  
Dian Summerlot  
Stuart Reller  
Mike Graham  
William Boyd

Stuart Reller, Administrator of the Division of Planning, Department of Metropolitan Development made the opening remarks. He indicated that the Corridor Study was generated from the 1987 Part 150 Noise Compatibility Study prepared by the Indianapolis Airport Authority. One of the recommendations from the Federal Study was to study the area which will be more severely impacted

severely impacted by airport expansion. This current study is to identify ways to lessen the impact from airport expansion. The Corridor Study process will give the area residents an idea of what the future will look like. Reller stated that to identify the issues and develop recommendations it was going to take the joint partnership between the area residents, the Indianapolis Airport Authority and the Division of Planning. Reller further indicated that it is important that all issues identified be evaluated with the appropriate data. The Data Inventory is the compilation of current information used to help to determine what, who and how many are affected.

Mike Graham was next on the agenda to discuss the process and schedule for the study. He stated that during the first of the year 150 letters were sent to area residents informing them of the study. This core list originated from persons who have contacted the Indianapolis Airport Authority over a period of time about various issues impacting the neighborhood. As area residents received the letters and talked to neighbors who didn't receive letters, we sent out additional letters. All persons who received letters were requested to indicate on the response card if they (a) wanted to participate on the planning committee, (b) wanted to attend the public meeting, (c) wanted to receive a copy of the final plan, or (d) not interested in participating.

Mike Graham stated that the tentative schedule for planning committee meetings is as follows:

- 1st Committee meeting - July 27, 1989;
- 2nd Committee meeting - August 17, 1989;
- 3rd Committee meeting - September 14, 1989;
- 4th Optional Committee meeting or public meeting October 19, 1989

Mike Graham explained the rest of the planning process including issue identification, formulating recommendations and adoption by the Metropolitan Planning Commission.

The next item on the agenda was a process used for issue identification. Those in attendance were divided into five (5) sub-groups. They were asked to identify and discuss issues in their neighborhood including but not limited to airport related issues. They selected a spokesman and then reported to the group as a whole. The issues identified these five sub-groups are contained in the attached report

Bill Boyd made a brief reference to the importance of the information in the Data Inventory and requested that they be prepared to discuss any of its contents at the next meeting. He announced that at the next meeting there will be a presentation by the Airport Authority on future airport plans.

The meeting was adjourned.

Minnesota Street/Washington Street  
Corridor Study

Issues Identified  
By Planning Committee on July 27, 1989

Subarea One

Issues

Recommended Action

1. Residential property values are decreasing due to the proximity of the airport.
2. There is traffic congestion at Howard Street and High School Road.
3. Incompatible zoning designations are present in Subarea one.

Because this issue requires a very sophisticated real estate appraisal study, beyond the scope of this plan, this issue can not accurately be answered during the planning process.

The volume/capacity ratio on High School Road is currently indicating a mainline level of Service A. However the intersection (Howard Street and High School Road) may be experiencing a Lower Level of Service C. This may be due to the type of traffic controls at the intersection (i.e. a stop sign may need to be replaced with a traffic signal). Additionally, there is a D level of Service at the intersection of Washington Street and High School Road. Could the intersection at Minnesota Street and High School Road lend to the problem? Traffic control appears to be the main issue. Depending on the outcome of this study, this issue should be referred to the Department of Transportation.

The Division of Planning has identified this problem in the Data Inventory. The appropriate recommendations will be made in the final plan.

## Subarea Two

### Issues

1. Traffic is congested on Mickley Avenue from the 1300 to the 1600 block.
2. Traffic congestion is caused in the evenings when workers are getting off from their jobs at Park Fletcher Business Center, 5603 W. Raymond Street.
3. Are there going to be any new sewers? Drainage is poor in area bounded by Lindley, Whitcomb and Minnesota Street.
4. Why are sidewalks constructed at the intersection of Washington Street, Morris Street and Waldemere Ave.?
5. Property values are decreasing due to the proximity of the airport.
6. Incompatible zoning designations are present in Subarea Two.

### Recommended Action

Mickley Avenue is not on the Official Thoroughfare Plan or the Street Functional classification. This indicates that Mickley Avenue is being utilized as a local street and, therefore no traffic count information is available. If traffic control is the problem the issue should be referred to the Department of Transportation depending on the outcome of the study.

Consult with the Department of Transportation to determine the magnitude of this problem and if there is a solution. The Lynhurst Drive Project [from two to four lanes] will extend through the Park Fletcher area and should solve some of the problem.

The Department of Transportation and the Department of Public Works have pending projects which will improve the drainage problem. The Department of Public Works' project is not currently programmed. The Department of Transportation's project (Widening of Lynhurst Dr.) is programmed for 1989-1986.

The Department of Transportation states that the sidewalks were badly needed for the safety of children waiting for school buses.

See issue #1 Subarea One

See issue #3 Subarea One



7. Are trees going to be planted on the east side of I-465?

The State Highway Department states that there are no landscaping plans for the east side of I-465.

### Indianapolis Airport Authority

#### Issue

#### Recommended Solution

1. Noise from aircraft is annoying to area residents. The noise level is greater from planes which are taking off.

All of the issues in this section are referred to the Airport Authority for the August 29th meeting.
2. Federal Express is expanding and will be handling additional express mail for the post office. This increase in business will negatively impact the neighborhood.
3. What is the time span for completion of the New Runways at the Airport?
4. Vibrations from low flying planes are causing some damage to homes in Subarea One and Subarea Two.
5. Some residents feel there are three (3) options for dealing with the noise:
  - (a) relocate the Airport,
  - (b) relocate the home owners and
  - (c) regulate the flight patterns of aircraft.
6. What kind of disaster plans exists in the event of a plane crash?
7. This study should investigate the possibility of having designated crash sites.
8. Fuel oil and other pollution from the airplanes is damaging residential property.
9. The landing lights on the planes often shine through the windows of homes and disrupt sleep.

Minnesota Street/Washington Street  
Corridor Study Meeting  
Summary

August 29, 1989

The second planning committee meeting for the Minnesota Street/Washington Street Corridor was held on the above date at the Wayne Township Metropolitan School District Education Center, 1220 South High School Road.

Persons attending were:

Audrey Thompson  
Glynn Thomas  
Clifford Adams  
Vickie Adams  
Jim Small  
Harold Fisher  
Dan Orcutt  
Wesley Anderson  
Alan Waltz  
Forest Hayes  
Sandy Evans  
Joan Forman  
Paul Spellman  
Elaine Roberts  
Phil Hinkle  
Eve Thomas  
Jerry Thomas  
Les Kinsler  
Jim Seeman  
Edith Hughes  
Larry Dank  
Don Robertson  
Shirley Scott  
Raymond Scott  
Rick Willis  
Frank Rastenburg  
Susan Schalk  
Marion Kinder  
Inez Waggner  
Webster Donohue  
George Knoebel  
John Rastenburg  
Verla Smith  
Warren Shelley  
Charles Lambert  
Linda Austin  
Rose Little  
Ruth Wilson  
Karla Weako  
Hubert Kilby  
Richard Roy

Frida Bardonner  
Annalee Fields  
Helen Strungfield  
LaVada Wright  
Geneva Poindexter  
Jeanette Kopsas  
Delores Hughbanks  
Mr. & Mrs. Paul Thomas  
Roy Brewer  
Jurolyn Ridout  
David Hartloff  
Shirley Hartloff  
Elaine McQueen  
Edward Bowes  
Steve Spinks  
Diane Summerlot  
Randel Patterson  
Mike Graham  
William Boyd

After welcoming the group to the meeting, William Boyd introduced Elaine Roberts from the Indianapolis Airport Authority. She presented the group with some background information on the airport and current developments. She stated that the Part 150 Study began in 1986 and that there were about thirty persons on the planning committee. The project took about eighteen months for completion. There was a wide variety of people on the committee including the airline personnel, city-councilmen, township assessor, pilots associations and others. The purpose of the committee was to come up with ways to reduce the noise level around the airport. Ms. Roberts stated that we do have a noise problem around the airport, however, it is not as bad as it is in a lot of other major cities. The Airport Authority wants to take a proactive approach to the problem before it gets out of hand.

One of the things that has contributed to the study is the night cargo operations. Purolator Courier came to Indianapolis about five years ago and affected the night noise level. The airport used to be quiet from 10-11:00 p.m. until about 6:00 a.m. with the cargo service, the airport is now busy twenty-four hours per day.

The Part 150 Noise Compatibility Study was completed and adopted by the Airport Board in 1987 and was approved by the Federal Airport Administration in September, 1987. The FAA will provide funding to implement the plan to reduce air carrier induced noise.

The plan was divided into two components. One component is how do you reduce noise at the airport? This can be done in a number of ways such as changing flight patterns, changing procedures in the cockpit by the way the pilot operates the airport, run-up activities etc. The first thing you try to do is to reduce the noise at the source.

The other component is how many people are affected. This is evaluated in terms of land use, zoning issues, land acquisition etc. Recommendations related to these issues are included in the Recommended Land Use Management Plan of the Part 150 Noise Compatibility Study.

Elaine Roberts then introduced the Indianapolis International Airport Master Plan. The Master Plan referred to proposed developments from 1975 to 1985. That plan concluded that there needed to be two parallel 10,000 foot runways.

Elaine Roberts explained that a new runway is under construction on the south side of the airport near I-70. This runway is expected to be completed in the spring. That runway will have a major impact on noise abatement procedure and how we will abate noise. There are also plans for a second runway on the north side of the airport. The existing runway (4R-22L) will not be needed when the runway north of the airport is built. This will then shift a lot of the airport traffic. By having these two runways farther apart, the landing and takeoff capacity of the air carrier is increased. Landings and takeoffs are subsequently allowed at the same time. Two airplanes could be taking off from these two runways at the same time. The existing runway (4R-22L) is being replaced because the new runway south of the airport will abut the future terminal between the two parallel runways. The reason for proposing the relocation of the new terminal between the two parallel runways is the exit congestion on I-465.

Elaine Roberts stated that there was going to be a public meeting on August 30, 1989 at the Decatur Central High School at 7:00 p.m. to discuss the Master Plan for the expansion of the Indianapolis International Airport.

Elaine Roberts then explained the noise contour lines. She stated that the Federal Aviation Administration states that any area which experiences a noise level of 75-80 Ldn should be owned by the airport because the area is so impacted by noise. There should be no houses within those contours.

Until the new runway is open next spring, there is not too much that can be done to reduce the noise. During the interim, the Indianapolis Airport Authority has met with the FAA Tower to implement ways to abate the noise. The prevailing winds come from the southwest. The majority of the takeoffs are southwest and the majority of that area is rural. The primary departure of flights is to the southwest so that helps to keep the noise away from the city. As of September 1, 1989 all flights will implement noise abatement procedures recommended by the Part One Noise Compatibility Study.

- They will attempt to maximize all takeoffs to be southwest.
- The nighttime operations will attempt to land from the southwest, turn around and depart from the southwest

- completely avoiding the city.
- The cargo flights at night will attempt to land from the southwest and depart from the southwest to minimize disruption to area residents. This is contingent on wind and weather conditions.
- The tower has agreed that no aircraft will make a turn coming back over the residential area until it has attained the altitude of 2500 feet. This will reduce some noise impact.
- Based on safety, the pilots have the final decision with these procedures.

When the new runway is completed in the spring (4R-22L) there will be more southwest departures, travelling over the interstate, and less noise to the residential area. The parallel runways will expedite landings and takeoffs and at the same time reduce the noise.

With the existing runway, 15,000 people are affected by the airport noise. With the opening of the new runway in 1990, the number of people affected by airport noise will be reduced to 2400.

There is an effort in the industry to replace older aircraft with newer aircraft to reduce the noise problem.

The airport has a "Guaranteed Purchase Plan" whereas any home owner within the 70 Ldn contour has the option to sell the property to the Airport Authority. It is purely voluntary. Two Hundred Fifty homes are affected south of the airport, and as of March, close to two hundred homes have been purchased.

The airport approaches developers to purchase development rights for undeveloped potential residential land so that new residential communities are not built at the end of runways. After the presentation of Elaine Roberts, there was a question and answer period. Most of the questions were the same as those issues raised at the July 27, 1989 meeting which were addressed in the mail-out to those who had attended that meeting.

It was stated that not all residents in the Corridor Study area are motivated to move because of the airport related problems. It was suggested that a questionnaire be sent to all of the residents within the Minnesota Street/Washington Street Corridor related problems.

The meeting was adjourned.

WB:nw

Minnesota Street/Washington Street  
Corridor Study Meeting  
Summary

October 10, 1989

The third planning committee meeting for the Minnesota Street/Washington Street Corridor Study was held on the above date at the Wayne Township Metropolitan School District Education Center, 1220 South High Road.

Ralph Willis  
Jean Willis  
Mary Kaye Anderson  
Nathan Willis  
Karla Weaks  
Rebecca D. Amson  
Larry Dank  
Diane Summerlot  
Beuford Hall  
Warren E. Shelly  
Wanetta Shelly  
Frida Bardonna  
Annalee Fields  
Inez Waggoner  
Webster Donoho  
Elaine Roberts  
Steve Nielson  
Edward Bowes  
Linda Austin  
Ruth Wilson  
Frank Rastenburg  
J. Kate Rastenburg  
David Hartloff  
Raymond Scott  
Everett Stewart  
Goldie Stewart  
Terry Short  
Dorothy Summer  
Joan Gorman  
Lavada Wright  
Harold Fisher  
Barbara Fisher  
George Knoebel  
James Hammons  
Michael Williams  
Jeff Dailey  
Kevin Kirk  
Audrey Thompson  
Eileen Hanley  
Michael Graham  
William Boyd

Mike Graham, Department of Metropolitan Development, was first on the agenda and gave the status of the Corridor Study. He indicated that at the first meeting neighborhood and airport related issues were discussed. The Indianapolis Airport Authority made a presentation at the second meeting.

Mike Williams, Department of Transportation, was present at this meeting to discuss transportation issues. He stated that three projects in or near the study area are in some degree of development. The widening of Lynhurst Drive is in the planning stage with construction scheduled for 1994-95. A project located at Girls School Road and Washington Street is scheduled for 1990. This is a joint venture between the state, city and the Indianapolis Airport Authority. There is a State Highway project currently in progress at High School Road and Washington Street, and Washington Street to West Street.

Some of the transportation issues raised from the floor are:

1. Trucks are going through the residential Mickleyville area to get on I-465. Trucks are going up Mickley Ave. and over to Waldemere and then to Washington Street.
2. It was stated that there should be a traffic signal at the intersection of Minnesota Street and High School Road.
3. There is traffic congestion at the intersection of Banner Ave., Washington Street and Minnesota Street.
4. A former fire station was located at Washington and Fleming Streets. Although the fire station is no longer there, the traffic signal, which is felt to be not needed, is still there.

Mike Williams stated that those issues which are within the jurisdiction of the Department of Transportation will be investigated.

Jeff Dailey, DPW, made a presentation about drainage projects in Wayne Township. Three million dollars have been allocated for current projects. Projects completed are:

1. Thompson Bailey Ditch
2. East Fork of White Lick Creek
3. Hamblen Drive area

Troy Lockburn project will be completed by the end of the year. The Mickleyville area project is in the design phase now. The cost of the project will likely be over one million dollars. The Topp Creek project is also in the design phase and will likely cost one million dollars. Several issues were raised from the floor.

1. There are drainage problems associated with the construction of Park Fletcher Industrial Park. The developer did not meet the zoning commitments made to drain the project.
2. There is a drainage problem associated with storm water drainage off I-465 and discharged to the drainage system along Mickley Ave.
3. There is a drainage problem in the 6700 block of West Washington Street [across the street from K-Mart].
4. Drainage is a problem along Waldemere Ave.

Kevin Kirk and Steve Nielson [DPW] stated that they would investigate these issues. Draft copies of the Minnesota Street/Washington Street questionnaires were given to those at the meeting. Bill Boyd, Department of Metropolitan Development, explained that the questionnaires were being printed and would be mailed to 273 residents [random sampling] on October 13, 1989. Mike Graham made some concluding remarks. He stated that this would be the last meeting to present data or discuss issues. The next meeting, date to be announced, will be for the purpose of presentation and discussion of recommendations.

The meeting was adjourned.



Minnesota Street/Washington Street  
Corridor Study Meeting

Summary

December 6, 1989

The fourth planning committee meeting for the Minnesota Street/Washington Street Corridor Study was held on the above date at the Wayne Township Metropolitan School District Education Center, 1220 South High Road. Persons present were:

Nathan Willis  
Willard Jeffras  
Larry Dank  
Warren Shelley  
David & Shirley Hartloff  
Susan Schalk  
R.W. Armstrong  
Daniel Orcutt  
Elaine Roberts  
Jerolyn Ridout  
Edward Bowes  
Beuford Hall  
Frank Rastenburg  
J. Kate Rastenburg  
Mary Mc Clelland  
Mr. & Mrs. Robert Shoulders  
Gladys Shoulders  
Shirley Scott  
Mr. & Mrs. Everett Stewart  
Alex Birtsas  
Mr. & Mrs. Harold Fisher  
Linda Austin  
Verla Smith  
F. Paradise  
Karla Weeks  
Audrey Thompson  
Glynn Thomas  
Bernard Regula  
Vivian Imhausern  
Jim & Theresa Hammons  
Sandy Evans  
Rick Willis  
Hany & Georgia Berich  
Mike Graham  
William Boyd

Bill Boyd gave a presentation on the Minnesota Street/Washington Street Corridor Study questionnaire which was mailed to area residents, random sampling, on October 13, 1989.

A list of residential property addresses was obtained from the Wayne Township Assessor records. Forty percent of the residential properties in the study area were randomly selected [273 of 678 residential addresses]. There were 136 questionnaires re-

turned which resulted in a 50% response rate. For most questions it was determined if there was not a significant difference in the responses of residents living east of I-465.

#### Neighborhood Assets

The most frequently cited responses to what people liked about their neighborhood were:

- Close to stores, drugstores 83%
- Close to I-465 79%
- Close to banks 73%

#### Heavy Traffic

Overall, 63% of the respondents indicated that heavy traffic was a problem in their neighborhood. There was no significant difference in the responses as categorized by the subarea or length of time lived in the neighborhood.

#### Rating of Public Services

The public services that were most frequently rated as unacceptable were:

- Storm water drainage
- Street cleaning
- Side walk construction

#### Shopping in Neighborhood

Most of the respondents indicated that they shop in the neighborhood from once a week to once a month.

#### Airport Noise

The vast majority of the respondents (82%) indicated that airport noise was a problem for them and their families.

#### Possible Solution to Airport Noise

The most favored solution to the airport noise issue was to purchase properties at market value. The respondents in the subarea west of I-465 were more inclined to recommend a property buyout. The respondents who have lived in the neighborhood for more than 10 years were less inclined to recommend the purchase of property as a solution to the aircraft noise problem.

#### Most Important Issues

Airport noise was cited most often (72%) as the most crucial issue in the neighborhood. Ranking second was drainage problems. There was no significant difference in responses by subareas or length of time lived in the neighborhood.

Overall, the responses to the various questions in the survey supported perceptions which had already been made about key neighborhood issues.

#### Recommendations

Mike Graham next presented the preliminary recommendations for the study area. Graham first gave an overview of the Part 150 Program abatement procedures which have already been adopted to reduce noise levels over the study area.

It was explained that the current runway alignment impacts Subarea Two (east of I-465) however when the new parallel runways are constructed the alignment will change and impact Subarea One (west of I-465). Graham explained that it would be better to have compatible uses next to the airport such as office commercial or industrial uses. The recommendations for the study area are:

#### Subarea One

##### A. Land Use Recommendations

1. All of the area north of Minnesota Street and the Conrail Railroad to Washington Street and Lucerne Avenue to I-465 should be converted from residential to commercial uses [preferably airport related uses].
2. It is recommended that the area south of Minnesota Street to the Conrail Railroad, Lucerne Avenue to High School Road be converted to industrial uses. [Preferably Airport related uses]

##### B. Implementation Strategies

1. It is recommended that the Airport Authority amend the Part 150 Noise Compatibility Program to expand the Guaranteed Purchase Program to include the residential property in Subarea One for future acquisition. The Guaranteed Purchase Program, currently being implemented by the Airport Authority, provides that those homeowners in the noise impacted areas can sell their property for the full appraised market value to the Airport Authority at any time. This is a voluntary program and does not require anyone to sell their property unless they choose to do so.

The Airport Authority would have to amend the Part 150 Program to include this recommendation and then submit it to the Federal Aviation Administration for final approval and funding. It is recommended that this process begin upon completion of the Minnesota Street/Washington Street Corridor Study and that implementation occur prior to the opening of the second new runway on the north side of the airport, now projected to be around 1996.

2. If private developers are interested in the area, acquisition and conversion must occur in a neighborhood sensitive manner. Sensitive manner means that individuals lots should not be converted from residential to a airport compatible use in a piece-meal manner. Developers and existing property owners must work together and redevelop the area in partnership. All properties in the following designated redevelop-

ment area will be acquired by the developer before the Metropolitan Development Commission approves rezoning of the property. These redevelopment areas are:

- a. High School Road to I-465, Conrail Railroad to Washington Street
- b. Washington to High School Road and Minnesota Street
- c. Minnesota to the Conrail Railroad and Lucerne Avenue

The preferable place to initiate redevelopment would be section c., because of its proximity to the airport. A question from the floor asked when would the homes be purchased. Elaine Roberts, Indianapolis Airport Authority, responded to the question saying that acquisition of property would be done prior to the opening of the second parallel runway which is projected for 1996. She further stated that the Indianapolis Airport Authority would not be able to make offers to homeowners for at least two years. Elaine Roberts said that in about a year the Indianapolis Airport Authority will update its noise compatibility study to see if the noise contours have changed. It is possible that additional area residents may be affected then that are not impacted by the noise levels now.

#### Subarea Two

##### A. Land Use Recommendations

The Indianapolis International Airport expansion will impact Subarea Two differently than Subarea One. Currently Subarea Two is in the flight pattern and is affected by aircraft noise and other related issues however, when the two parallel runways are completed, most of the aircraft induced problems will shift to Subarea One. The land use recommendations for Subarea Two are therefore different.

1. It is recommended that the area, north of Morris Street to Washington Street be retained for commercial use. The churches on Mickley Avenue and on Lynhurst Drive and Chelsea Road should remain. All other properties south to the Conrail Railroad, I-465 to Lynhurst Drive should be retained for residential use.
2. The Conrail Railroad provides an excellent buffer for the residential area to its north. It is recommended to expand the area south of the Conrail Railroad to Minnesota Street, I-465 to Lynhurst Drive, for industrial use.

##### B. Implementation Strategies

Land acquisition would be done by private developers and should be purchased in sections to insure that development is done in a sensitive manner. This area should be rezoned to I3U.  
Recommended areas to be purchased by sections are:

- a. I-465 to Mickley Avenue, Conrail Railroad to Minnesota Street
- b. Mickley Avenue to Worth Avenue, Conrail Railroad to Minnesota Street
- c. Worth Avenue to Lynhurst Drive, Conrail Railroad and to Minnesota Street

Some residents in Subarea Two stated that their area also was affected by aircraft noise and felt that their properties should be acquired. Elaine Roberts stated that when the two parallel runways are completed the flight patterns and noise will shift away from the area east of I-465 and therefore the Federal Aviation Authority will not fund the acquisition of homes in that area.

Elaine Roberts outlined the noise abatement procedures recommended by the Part One Noise Compatibility Study which were implemented on September 1, 1989. She also stated that the Airport Authority is looking at the feasibility of constructing an earthen hill noise buffer along the Conrail Railroad. When asked if anyone from Subarea Two had any questions, no one responded.

C. Transportation Recommendation

1. There are many complaints of heavy traffic on Mickley Avenue, especially heavy trucks going north, then west to Waldemere and then north to access I-465. It is recommended that the truck traffic be restricted on Mickley Avenue, Chelsea Road and Waldemere Avenue.

D. Implementation Strategy

1. Weight limit signs should be placed on Mickley Avenue, Chelsea Road and Waldemere Avenue and divert the truck traffic to Lynhurst Road to access I-465. This truck traffic restriction should be phased in when the widening of Lynhurst Drive is completed. In order to enforce to weight limit restriction, the Marion County Sheriff's Department should make a concentrated effort to insure compliance.

E. Drainage Recommendation

The Department of Public Works currently has the Mickleyville area drainage project in the planning design phase. This project generally extends from Lynhurst Drive to I-465. It is recommended that this project continue through the design phase and be constructed. No one at the meeting represented the area east of I-465.

There was some sentiment expressed about feelings of being "boxed in" due to industrial expansion in the neighborhood. Several intersections were referred to as being congested and dangerous. These problem intersections will be discussed with the Department of Transportation. Mike Graham stated that this meeting would be the last of the regular planning committee meetings. The public meeting will be scheduled.

Meeting adjourned.

The public meeting, to present the recommendations of the Minnesota Street/Washington Street Corridor Study, is scheduled for January 29, 1990, 7:00 p.m. at the Lynhurst Baptist Church, 1250 Lynhurst Drive. Please tell your neighbors about this meeting.

Minnesota Street/Washington Street  
Corridor Study Meeting  
Summary

January 29, 1990

The fifth meeting for the Minnesota Street/Washington Street Corridor Study was held on the above date at the Lynhurst Baptist Church, 1250 South Lynhurst Drive. This meeting was designed as the public meeting to present the recommendations which had been developed by the planning committee during the past year. Approximately 300 area residents attended the meeting.

Elaine Roberts, Indianapolis Airport Authority, was first on the agenda. She explained the background of the study. The current study is the culmination of the Part 150 Noise Compatibility Study. The Part 150 Study was completed during the later part of 1987. One of the things that was recommended in the Part 150 Noise Compatibility Study was that the Minnesota Street/Washington Street Corridor Study should be undertaken by the City of Indianapolis.

Elaine Roberts explained the reason for the Part 150 Study. Night cargo service increased in 1984 when Purolator Courier came here from Columbus, Ohio. Since then, Purolator has left. CFX Air Freight came and they left and now Federal Express is here. For the last five and a half years we have had steady night time air freight operations. The Airport Authority realized that noise and other issues were changing and did not want to wait until things got to be unmanageable before some kind of action was taken. The noise study was, therefore, started in 1986 and completed in 1987. The study recommended different ways in which noise could be reduced around the airport. The Airport Authority looked at the existing runway and at the proposed runways. The new runway is under construction on the south side of the airport near I-70. It is expected to open in June of this year. The Airport Master Plan recommends a second parallel runway to be constructed on the north side of the airport. When this runway is completed, the existing runway will be torn out. When the two new runways are completed, somewhere in the next 10-15 years, a new terminal will be built between the two runways. This means that the old terminal will probably be torn down. A new interchange will be built off of I-70 to access the airport. With all of the changes being made and the expansion of the airport, the Airport Authority wants to be good neighbors and attempt to reduce the noise as much as possible. The one thing that came out of the Part 150 Study was that there needed to be a separate study of this area [Minnesota Street/Washington Street Corridor]. The study was recommended because when the second runway is built, it will change the noise patterns. It was also noted that there was a lot of transitional land use in the area. It was, therefore, recommended that in addition to the aircraft induced noise problem, that the City look into other issues in the neighborhood.

Subsequently, the Indianapolis Airport Authority contracted with the City of Indianapolis Department of Metropolitan Development to do the study.

Mike Graham introduced W. Boyd and Stuart Reller from the Division of Planning and then started explaining the planning process of the study. On February 2, 1989, the Division of Planning sent letters to 144 property owners in the area informing them of the study. These names were furnished to the Division of Planning by the Indianapolis Airport Authority of people who have contacted the Authority about noise and other airport related problems. Letters were sent to 144 property owners asking them what level of involvement they wanted to participate in the study. The options were:

1. participate on the planning committee,
2. attend the public meeting,
3. receive a copy of the final plan, and
4. not interested in participating.

Of those persons responding to the letters, 29 indicated that they wanted to participate on the planning committee, 43 indicated that they wanted to attend a public meeting, 48 indicated that they wanted to receive a copy of the final plan and one person indicated no interest. Other government people and some individuals who were involved in the Part 150 Study were also invited to the meetings. There have been a total of four meetings with attendance ranging from 40 to 60 people.

Graham stated that the first work task in the planning process is the collection of data [land use, building conditions, etc.] which is compiled into the document which is referred to as the Data Inventory. Graham outlined the boundaries of the Minnesota Street/Washington Street Corridor and explained that the study area was divided into two subareas. Subarea One is bounded by Lucerne Avenue, West Washington Street, I-465 and the Conrail Railroad. Subarea Two is bounded by I-465, West Washington Street, Lynhurst Drive and Minnesota Street.

From the land use and building conditions survey, we found that in Subarea One, 93% of the buildings are in excellent condition. In Subarea Two, 96% of the buildings are in excellent condition. In Subarea One, 26% of the land use is residential, 11% is commercial and 49% is streets, alleys and railroads.

In Subarea Two, 39% of the land use is residential, 7% is commercial and 40% is streets, alleys and railroads.

In the attempt to determine the needs and identify issues in the neighborhood, the Division of Planning sent surveys [random sampling] to 273 residents of the total 678 in the area. This represents 40% of the total residents. There was a 50% response rate. The number one concern reflected in the survey was airport noise followed by drainage and transportation related



issues. The recommendations were then developed, in part as a result of the survey responses.

When the new runways are completed, Subarea One will be impacted by noise greater than Subarea Two. It is, therefore, recommended that Subarea One, from Minnesota Street north to Washington Street be designated for commercial use; it is recommended that Minnesota Street south to the Conrail Railroad be designated for industrial use. It is also recommended to the Indianapolis Airport Authority that they continue the Guaranteed Purchase Program for the residents in Subarea One.

For the area east of I-465, Subarea Two, recommendations were made dealing with land use, transportation and drainage problems. There were ten transportation issues identified. Some are the responsibility of the State and others are under the jurisdiction of the City. The key transportation ingredient is the recommendation for the continued project to widen Lynhurst Drive.

The Department of Public Works currently has the Mickleyville area drainage project, where there is a concentration of drainage problems, in the planning design phase. It is recommended that this project continue through the design phase and be completed.

It is recommended that the area from Worth Avenue west to I-465 and Minnesota Street north to the Conrail Railroad be designated for industrial uses.

Elaine Roberts was next on the podium. She stated that residents in Subarea Two [east of I-465] currently are feeling the greatest impact from aircraft induced noise, however, when the new runways are operational, flight patterns will be diverted from that area west to Subarea One. The F.A.A., therefore, would not make acquisition monies available for Subarea Two where the noise level will be reduced. Elaine Roberts explained the Guaranteed Purchase Program and referred to the recommendations from the Part 150 Noise Compatibility Study. She stated that the area west of I-465 would probably not make a transition to commercial or industrial on its own but when the new runways open, the Indianapolis Airport Authority would consider amending the Part 150 Study to add 250 homes [Subarea One] to the Guaranteed Purchase Program. Roberts stated that she could see no reason why Subarea One would not qualify for the "Program" since it will subsequently be in the noise level to qualify. After the board of the I.A.A. considers and amends the plan, the recommendations have to be sent to the F.A.A. for approval. Then, federal dollars have to be allocated for the project. Roberts emphasized that the Guaranteed Purchase Program is strictly voluntary. She stated that within the last two years, 215 homes have been purchased at an approximate total cost of 14 million dollars. About two years ago, the Airport Authority set aside eight million dollars to begin the Guaranteed Purchase Program. They have received 6.2

million in federal dollars. Roberts estimated stated that it will be at least two years or longer before any resident will be contacted about having any property purchased. She stated that if everything goes as planned, offers will be made to everyone in Subarea One by the time the second runway is built [Estimated to be completed by 1996]. It was reemphasized that the study [Minnesota Street/Washington Street Corridor Study] recommends acquisition of homes west of I-465, Washington Street to the Conrail Railroad and west to Lucerne Avenue. Elaine Roberts next drew attention to the current noise contour and the noise contour map for the year 2000. By the year 2000, the noise will be primarily diverted from Subarea Two to Subarea One. Next, Roberts referred to the table on the sixth page of the Part 150 Summary Report:

#### POPULATION IMPACTED BY NOISE

<u>Ldn Range</u>	<u>Current Unabated</u>	<u>With Noise Compatibility Plan</u>	
		<u>1992</u>	<u>2000</u>
Total	14,862	2,014	1,626

The new runway 5R-23L is scheduled for completion this year and will accelerate the benefits originally anticipated by 1992. Another runway replacing the existing 5L-23R, is estimated to be in place by the year 2000. These new runways will significantly decrease the noise exposure northwest and southeast of the airport, off the ends of the crosswind runway. The noise abatement plan focused on reducing noise exposure in the remaining two directions, northeast and southwest.

The number of persons affected by current unabated noise is reduced from 14,862 to 2,014 in the year 1992 and 1,626 by the year 2000. Roberts explained that the Airport Authority is purchasing houses in Hendricks County because a large majority of the air traffic is being diverted southwest.

Subarea Two should experience some reduction in noise due to the aircraft abatement procedures which were implemented in the fall of 1989. Roberts explained that although noise abatement procedures have been implemented, the pilot makes the final decision to change plans due to inclement weather etc. Safety always comes first when it comes to airport operations. The nighttime operations are being directed to avoid the populated areas of Indianapolis. The nighttime operations are coming in from the southwest and they are going out to the southwest. If they can not take off to the southwest, they will take off to the northeast and turn right when they get to Park Fletcher. Roberts also stated that the Airport Authority is working with all of the nineteen airlines that use the airport to encourage the use of jet thrust cutback procedures to reduce noise immediately after takeoff. This is simply a reduction in power which is not needed for takeoff and reduces aircraft induced noise.

After a question and answer session, the meeting was adjourned.